

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

All Aboard Annual Meeting National Ass'n

Questions Benefits of the Combined Harvester
Thresher

Farmers Withdraw from Nebraska Pool

The Cost of Electric Power for Country Elevators
and Feed Mills

Liability for Undercharge

Railroad Company Liable for Negligent Piling of
Grain Doors

Pool Promises Encourage Overproduction

Notice of Arrival at Outlying Point Not Notice
of Arrival

Freight Claim Losses

Liability for Metal in Feed

New York Hay and Grain Dealers Ass'n at
Syracuse

Initial Pool Payment Reduced

Colorado Dealers Hold Outing at Sydney

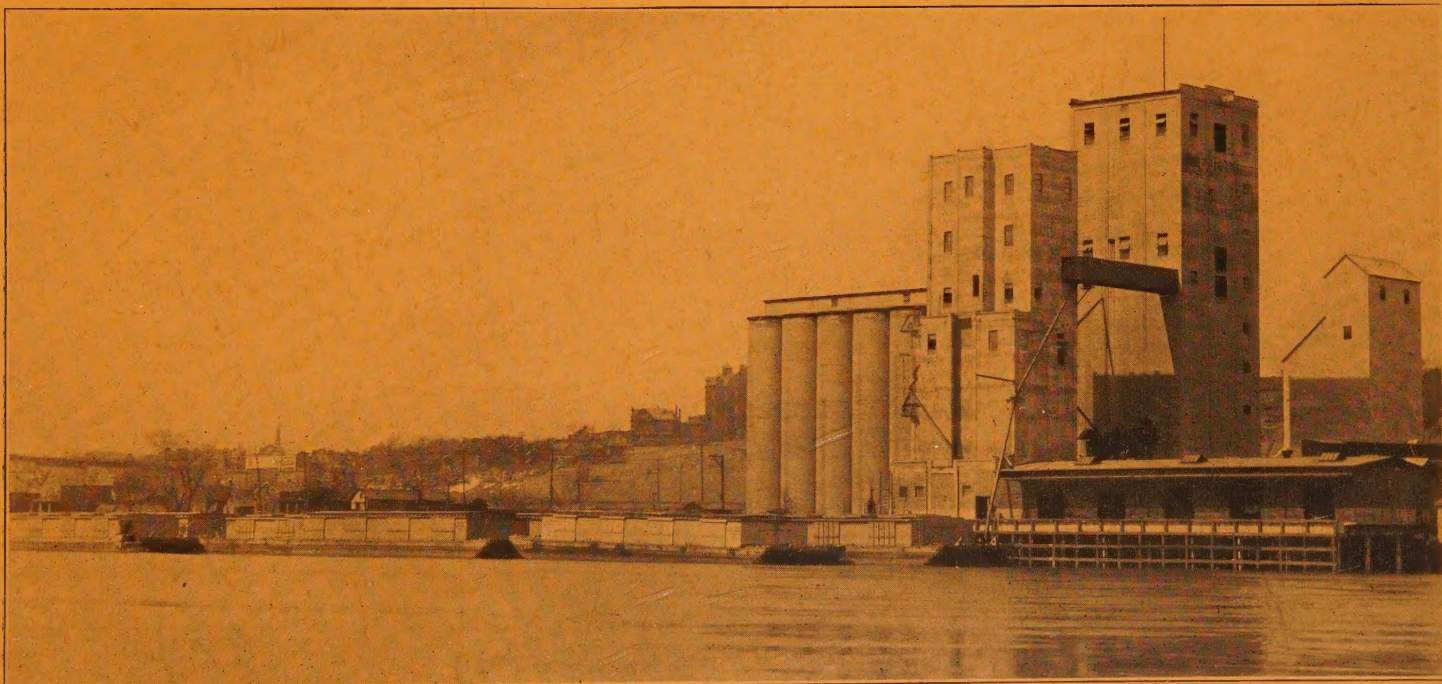
Chattel Mortgage on Elevator Good Against
Creditors

Strangling Profits with Oral Contracts

Gyping the Grain Buyer

Water in Elevator Pits

Federal Barge Line Handling Grain



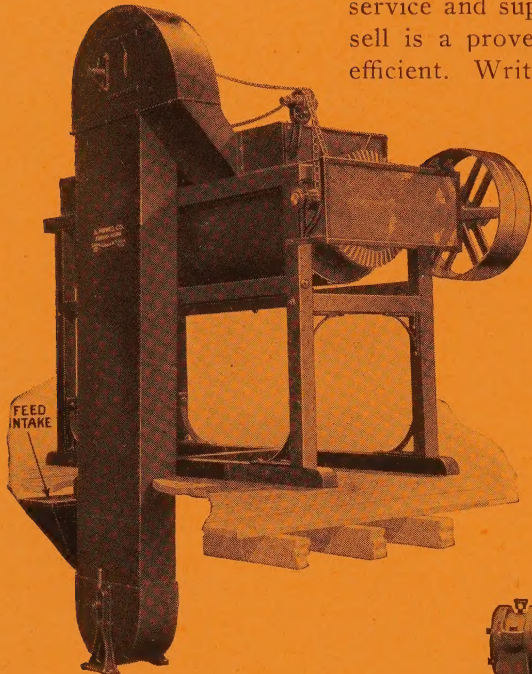
St. Paul's Municipal Terminal for Transferring Grain to River Barges.

The **GRAIN** DEALERS JOURNAL.

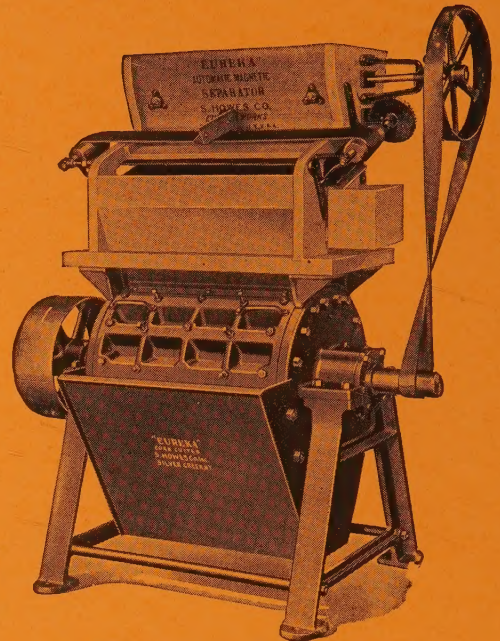
Modern Feed Plant Equipment

Designed and Installed by Strong-Scott

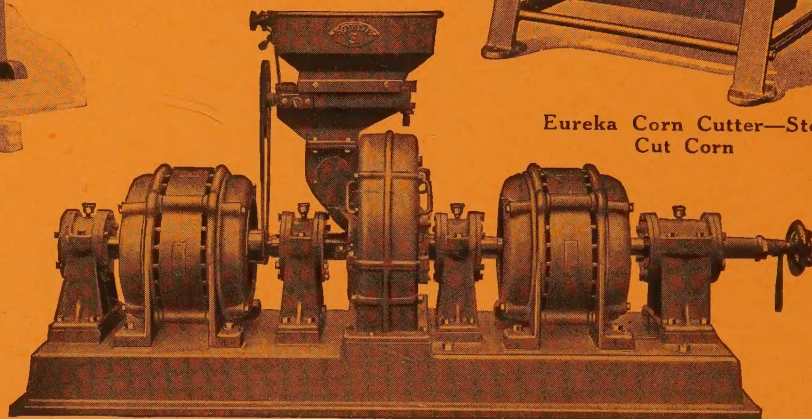
USE this complete service—entire feed plants designed and equipped for profitable operation; special machinery; service and supplies. Every machine we sell is a proved earner, economical and efficient. Write for details.



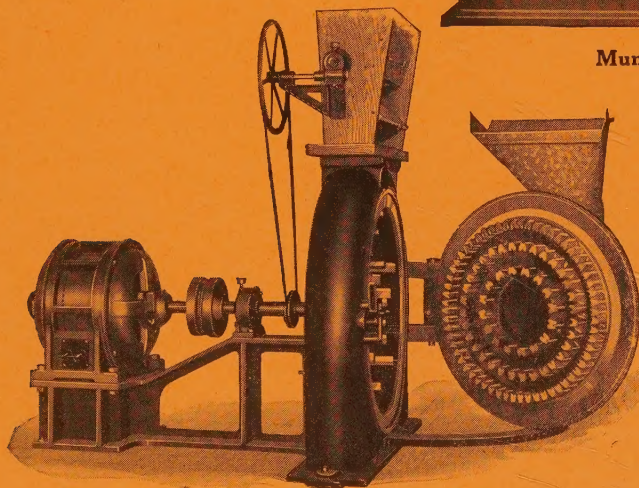
"Eureka" 3 in 1 Feed Mixing Plant, a Combined Loader, Mixer and Sacker.



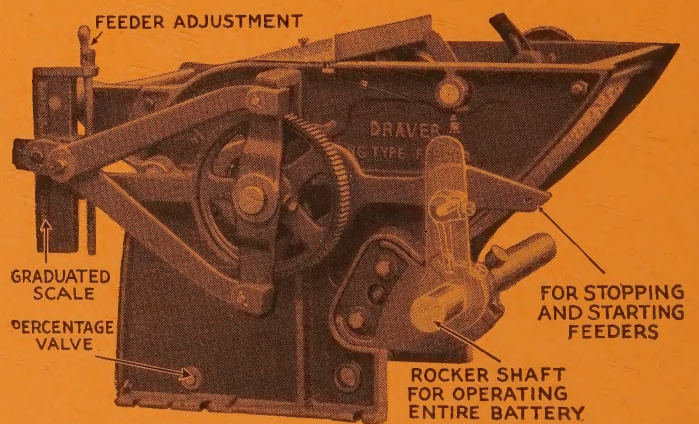
Eureka Corn Cutter—Steel Cut Corn



Munson Attrition Mill for General Grinding



Strong-Scott Grinder, for fine grinding of grain, oat hulls, screenings, etc.



Draver Percentage Feeder

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.
In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.

AMARILLO, TEXAS.

Barefield Grain Co., grain, hay, field seeds.*
Beasley Grain Co., J. N., grain, field seeds.*
Bennett & Co., Jas. E., grain, stocks, provisions.
Great West Mill & Elev. Co., millers, grain dtrs.*
Hardeman-King Co., millers and grain dealers.*
Henderson Grain Co., grain merchants.
Kearns Grain & Seed Co., grain, field seeds.*
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

BALTIMORE, MD.

Chamber of Commerce Members.
Beer & Co., Inc., E. H., grain, hay, seeds.*
Lederer Bros., grain receivers.*

BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.*
Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studebaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.
Leeson Grain Co., Inc., consignments.*
McConnell Grain Corp., commission & brokerage.*
McKillop, Inc., J. G., consignments.*
Seymour-Wood Grain Co., consignments.*
Sunset Feed & Grain Co., Inc., feed and grain.*

CAIRO, ILL.

Board of Trade Members.
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Piper Grain & Mfg. Co., recvrs. & shippers.*
Wilder-Murrell Grain Co., track buyers grain and seeds.*

CHICAGO, ILL.

Board of Trade Members.
Bailey & Co., E. W., grain commission merchants.*
Bennett & Co., Jas. E., grain, provisions, stocks.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Doern-Scarritt-Hannah Co., commission merchants.*
Dole & Co., J. H., grain and seeds.*
Feehery & Co., E. J., consignments, grain to arrive.*
Harris, Wintrop & Co., grain commission.*
Holt & Co., Lowell, commission, grain and seeds.
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.*
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.*
McKenna & Strasser, commission merchants.*
Norris Grain Co., grain merchants.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Stratton Grain Co., grain merchants.*

CHICKASHA, OKLA.

Goldsmith Grain Co., grain merchants.*

CINCINNATI, O.

Board of Trade Members.
Brown & Co., H. W., grain, hay, feeds.*
Cincinnati Grain & Hay Co., recvrs and shprs.*
Cleveland Grain & Mfg. Co., grain merchants.*
Currus Grain Co., commission.
De Molet Grain Co., receivers-shippers.
Early & Daniel Co., recvrs-shprs, feed mfrs.*
Ferguson Bros., Inc., grain, hay, feeds.
Fitzgerald Bros. Co., recvrs-shprs hay-grain.*
Granger & Co., Dan B., hay, grain recvrs-shprs.*
Mutual Commission Co., hay and grain.
Rumsey & Company, commission merchants.
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, OHIO.

Reid, R. P., grain and feed broker.

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., shpr, grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Shepherd, Clark & Co., grain, feed, buckwheat.*

DALLAS, TEXAS.

Crouch Grain Co., J. C., buyers wheat, corn, oats.*
Dal-Tex Grain Co., stock and poultry feed.
Doggett Grain Co., wholesale grain.*
Finley, W. H., wholesale grain broker.

DANA, IND.

White, E. O., buyer of all grades salvage grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Hight Elevator Co., grain merchants.*

DELPHOS, OHIO.

Garman Grain Co., The, transit, kiln dried corn.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Farmers Union M. & E. Co., millers, grain mchts.*
Houlton-Connell Grain Co., wholesale grain.*
Kellogg Grain Co., receivers and shippers.*
Rocky Mountain Grain Co., export and domestic grain.*

DES MOINES, IA.

Board of Trade Members.
Des Moines Elevator & Grain Co., corn and oats.*
Lockwood Grain, Inc., grain merchants.*

DETROIT, MICH.

Board of Trade Members.
Caughy Co., Frank T., grain merchants, feed mfrs.*
Blinn, Fred W., grain dealers.*

DODGE CITY, KANSAS.

Board of Trade Members.
Christopher & Co., B. C., consignments & futures.
Isely Lbr. Co., The C. C., cane seed, wheat, kafir.*

DULUTH, MINN.

Barnes-Ames Co., grain merchants.*

ENID, OKLAHOMA.

Grain Exchange Members.
Enid Terminal Elevator Co., public storage.

FAIRBURY, NEBR.

Callaway, C. B., wholesale grain.*

FORT MORGAN, COLO.

Lieber Grain Co., export & mlg. wheat, coarse grain.*

FORT WAYNE, IND.

Egley, C. G., hay, grain, feed salt.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Bailey, Frank, corn, maize, oats, mill feeds.*
Bennett & Co., Jas. E., grain, stocks, provisions.
Claiborne, H. L., mgr. J. S. Bache & Co., futures.
Collins Grain Co., hay, grain, alfalfa meal.
Dorsey Grain Co., strictly brokers, consignments.
Exchange Commission Co., consignments, commission.*
Ft. Worth Elevators & Whsg. Co., public storage.
Gladney Grain Co., consignments.
Kimball Milling Co., grain merchants, pub. storage.
Ralston Purina Co. of Texas, feed.
Rogers Co., E. M., strictly bkg. and consignments.*
Simons Grain Co., J. A., Texas oats, sorg. specialists.*
Smith-Ingram Grain Co., domestic, expt. consignments.
Texas Grain & Seed Co., mlg. kafir, red oats.*
Tillery Grain & Com. Co., export, bkg. consignments.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills "Superior Feeds."

GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.*
Jockusch, Julius W., grain exporter.*
Shaw, Thomas F., export grain.*

GRAND ISLAND, NEBR.

Hoagland, R. B., wholesale grain.*

GREEN BAY, WISC.

Calliari Brothers, grain, hay, mill feed.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Howard, W. A., grain broker.

HOUSTON, TEXAS.

Merchant Exchange Members.
American Maid Flour Mills, mlg. gr., exporters.
Bache & Co., J. S., stocks, bonds, all commodities.
Green Grain Co., D. J., c/s meal.*
Rothschild Co., S., grain, c/s products, rice b/p.*
South Texas Grain Co., grain & feed.*

INDIANAPOLIS, IND.

Board of Trade Members.
Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart Bros. Grain Co., grain commission.*
Kinney Grain Co., H. E., receivers and shippers.*
Maibucher Grain Co., C. Wm., grain merchant.*
Montgomery Grain Co., F. M., receivers and shippers.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

KANSAS CITY, MO.

Board of Trade Members.
Bruce Bros. Grain Co., consignments.*
Christopher & Co., B. C., kafir, feterita, milo.
Davis Grain Co., A. C., grain commission.
Davis-Hunt Grain Co., consignments, futures.
Davis-Noland-Merrill Grain Co., grain mchts.*
Denton Grain Co., Oliver, consignments.*
Ernst Davis Commission Co., consignments.*
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros.-Hart Grain Co., receivers and shippers.*
Mid-Continent Grain Co., grain merchants.
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., wheat, oats, barley, corn.*
Rocky Mountain Grain & Com. Co., consignments.*
Secular-Bishop Grain Co., consignments.*
Shannon Grain Co., consignments.*
Uhlmann Grain Co., grain merchants.*
Updike Grain Corp., consignments.
Vanderslice-Lynds Co., consignments-futures.*
Wolcott & Lincoln, consignments, futures.*
Wilser Grain Co., consignments.*
Wyandotte Elevator Co., grain merchants.*

LANSING, MICH.

Chatterton & Son, Michigan grain, hay, beans.*
Ryon Grain Co., grain, beans, produce.*

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.*

LINCOLN, NEB.

Paul, J. M., Grain broker.*

LITTLE ROCK, ARK.

Grain Exchange Members.
Eggleston Co., brokers-handlers grain and hay.
Farmer Co., E. L., brokers, grain and mill feed.*
Porbeck Bkg. Co., Geo. E., grain feed ingredients.
Satterwhite Bkg. Co., grain, feedstuffs, grain products.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Grain Co., recvrs., shippers of grain.
Kentucky Public Elevator Co., storers and shippers.*
Thomson Elevator Co., grain dealers.
Zorn & Co., S., receivers and shippers.*

MARYSVILLE, OHIO.

Scott & Sons Co., O. M., soy beans.

MEMPHIS, TENN.

Merchants Exchange Members.
Anderson, Embrey E., grain merchants.*
Buxton, E. E., broker and commission merchant.*

MILWAUKEE, WIS.

Chamber of Commerce Members.
Froedtert Grain & Malting Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
Rankin & Co., M. G., all feeds for mixing.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.
Archer-Daniels-Midland Co., grain dept.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Fraser-Smith Co., grain merchants.*
Hallett & Carey Co., grain merchants.
Hiawatha Grain Co., screenings.*
McCaull-Dinsmore Co., grain merchants.*
McGuire Company, Arthur, shprs. b'wheat, m'oats.
Scroggins Grain Co., grain merchants.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*
(Continued on next page.)

*Members Grain Dealers National Association.

Grain Dealers Journal, Incorporated. Published on the 10th and 25th of each month in the interest of progressive grain and field seed wholesalers at 309 South La Salle Street, Chicago, Illinois, U. S. A. Price \$2.00 per year, 20c per copy. Entered as second-class matter August 5, 1898, at the post office at Chicago, Ill., under the act of March 3, 1879. Vol. LXI. No. 5. September 10, 1928.

Use Universal Grain Code and Reduce Your Telegraph Bills

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEW YORK CITY

Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.*

NORTH PLATTE, NEBR.

Leypoldt Co., D. M., whse. shprs. hay, seeds, gr. broks.

OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.*
Bennett & Co., Jas. E., grain, stocks, provisions.
Cowan Grain Co., grain, mill feed, seeds, hay.*
Hardeman-King Co., millers, grain dealers.*
Marshall-Masters Grain Co., gr., seeds, mill feeds, hay.
Mid-State Grain Co., The, grain & feed mchts.
Winters Grain Co., grain merchants.

OMAHA, NEBR.

Grain Exchange Members.

Butler-Welsh Grain Co., milling wheat and corn.*
Crowell Elevator Co., receivers, shippers.*
Lucke-Gibbs Grain Co., consignments.*
Scouler-Bishop Grain Co., wheat, corn, oats.*
Trans-Mississippi Grain Co., receivers and shippers.*
Uplike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Bowen Grain Co., H. D., grain commission.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*

PEORIA (Continued).

Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Rumsey, Moore & Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Markley, P. R., grain broker.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

ST. JOSEPH, MO.

Grain Exchange Members.

Gordon Grain Co., grain commission.*

SALINA, KAN.

Branson Co., Ted, wheat, corn, oats, kafir, hay.*

SAN ANTONIO, TEX.

King, Douglas W., carlot distrbr., hay, grain, seeds.*

SPOKANE, WASH.

Boyd-Conlee Co., specialize in soft wheats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Hall Grain Co., Marshall, grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Geo. C. Martin Co., grain commission.*
Morton & Co., grain commission.*

ST. LOUIS, MO. (Continued).

Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Schwarz Grain Co., receivers and shippers.*

SIDNEY, OHIO.

Chambers, V. E., wholesale grain.
Custenborder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

DeVore & Co., H. W., consignments and futures.*
O. A. King & Co., The, grain, seeds, cash, futures.*
Southworth & Co., grain and seeds.*
Wickenheiser & Co., John, grain receivers, shippers.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

VAN WERT, OHIO.

Van Wert Grain Co., mixing, mlg. in transit.

WATERLOO, IOWA.

Waterloo Brokerage Co., brokers—grain & mill feed.*

WICHITA, KANS.

Board of Trade Members.

Adair Grain Co., wheat, corn, oats, kafir.*
Baker Grain Co., The A. F., wheat, corn, oats, kafir.*
Blood Grain Co., I. H., receivers and shippers.*
Kelly Grain Co., Edw., mlg. wheat a specialty.
Smith-McLinden Grain Co., wheat, corn, oats, kafir.
Wallingford Grain Co., field seeds, kafir, milo.*
Wichita Terminal Elevtr. Co., general elevtr. business.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whls. gr. and seeds.*

*Members Grain Dealers National Association.

RECEIVERS, SHIPPERS AND BROKERS

Kaffir, Milo Maize, Corn
Country Run Milling Wheat

Stevens-Scott Grain Co.

W-K-H Bldg. Wichita, Kans.

E. A. Grubbs Grain Co.

Milling Wheat Corn Oats

Wire for Prices

Greenville - Ohio

E. H. BEER & CO., INC.

Successors to

Chas. England & Co., Inc.

GRAIN—HAY—SEEDS

Commission Merchants

208-310 Chamber of Commerce, Baltimore

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS

ST. JOSEPH, MO.

Barnes-Ames Co.

GRAIN MERCHANTS

Duluth

New York

WE BUY

Grain & Seed Screenings

Bag lots or car lots. Send samples.

GEORGE W. YOUNG CO.

327 So. La Salle St., Chicago

Send Your Offerings to

The Abel-Whitman Co., Inc.

Grain — Feed — Brokerage

511 Produce Exchange, New York, N.Y.

**Clark's Car Load
Grain Tables**

Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000	to 107,950 lbs.	to bushels of 32 lbs.
20,000	" 74,950	" " 34 "
20,000	" 96,950	" " 48 "
20,000	" 118,950	" " 56 "
20,000	" 118,950	" " 60 "

Pounds in red ink; bushels in black. Lined ledger paper reinforced, bound in flexible karatol with marginal index. Price \$2.50, weight 6 ozs.

GRAIN DEALERS JOURNAL
309 So. La Salle Street CHICAGO, ILL.

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

Everytime you mention the Grain Dealers Journal to an advertiser, you encourage him to make good on his advertised claims.

CINCINNATI

For
QUICK DISPOSAL of your Grain and Hay
Prompt and Satisfying returns

We Solicit Your Business :

The Cincinnati Grain & Hay Co.,
Receivers and Shippers of Grain, Hay and Feed.

The Cleveland Grain & Milling Co.,
Grain Merchants.

Currus Grain Co.,
Commission.

De Molet Grain Co.,
Receivers and Shippers—Grain and Hay.

The Early & Daniel Co.,
Receivers, Shippers, Mfrs., Tuxedo Feeds.

Ferger Bros., Inc.,
Grain, Hay and Feeds.

The Fitzgerald Bros. Co.,
Receivers and Shippers Grain and Hay.

Granger & Co., Dan B.,
Receivers, Shippers, Grain, Hay.

The Mutual Commission Co.,
Hay and Grain.

Rumsey & Company,
Commission Merchants.

The Scholl Grain Co.,
Receivers and Shippers.

Henry W. Brown & Co.,
Grain, Hay and Feeds.

Board of Trade
Members

PEORIA

Board of Trade
Members

P. B. and C. C. Miles
Established - 1875
Incorporated - 1910

Peoria, Illinois
Handling Grain on Commission Our Specialty

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

Rumsey, Moore & Co.
Solicits Your Consignments
Board of Trade Peoria, Ill.

W. W. DEWEY & SONS
COMMISSION MERCHANTS
33-35 Board of Trade PEORIA, ILL.

There is no better time to advertise than the present. Better start before your competitor Writethe JOURNAL today.

Board of Trade
Members

DES MOINES

Board of Trade
Members

Des Moines Elevator & Grain Co.
DES MOINES, IOWA
Terminal and 12 country stations. Capacity 1,000,000 bushels
We specialize in Oats and High Grade Corn.
Oats sacked for Southern Trade.

LOCKWOOD GRAIN, Inc.
Des Moines, Iowa
We Buy and Sell
CORN and OATS
Submit Samples

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

SOUTHWORTH & CO.

Grain, Seed, Cotton
Southworth's Weekly Review
FREE to all within our business range

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO
We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade.

The C. A. KING & CO.
Grain Seeds
Cash Futures
"Ring King"

Reliable Service on
Consignments & Futures
Since 1887
H. W. De Vore & Co.
Toledo, Ohio

Board of Trade
Members**CHICAGO**Board of Trade
Members

Special Wire and Salesman Service

LAMSON BROS. & CO.

166 W. Jackson Blvd. Chicago, Ill.

**WHEAT, CORN
OATS, RYE
BARLEY, SEED****James E. Bennett**GRAIN
PROVNS
SUGAR**& Co.**STOCKS
BONDS
RUBBERMEMBERS
CHICAGO BOARD OF TRADE
AND ALL PRINCIPAL EXCHANGES
— PRIVATE WIRES —*Ask for Bids***WHEAT, CORN, OATS,
RYE, BARLEY, SEEDS****CONSIGNMENTS**and orders in Futures Solicited and
properly cared for in all Leading MarketsST. LOUIS KANSAS CITY
Merchants Exchange Board of TradeINDIANAPOLIS
717 Board of TradePEORIA CAIRO
11 Board of Trade 403 Board of Trade
332 So. LaSalle St. Chicago**JOHN E. BRENNAN & CO.** GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO**Harris, Winthrop & Co.**11 Wall Street, New York
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

LOGAN & BRYAN4th FLOOR, BANKERS BLDG., CHICAGO
Branch Office, Congress Hotel**BROKERS**Stocks, Bonds, Cotton, Grain, Copper
Sugar, Cotton Seed Oil, Provisions
*Private Wires Atlantic to Pacific***RUMSEY & COMPANY**

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

*For Best Results Ship Your Grain and Seeds to***J. H. DOLE & COMPANY**

RECEIVERS AND COMMISSION MERCHANTS

327 South La Salle Street

CHICAGO, ILL.

BARTLETT FRAZIER Co. GRAIN MERCHANTS
F. C. Austin Bldg.
CHICAGO*We want your business not later
—but today*Especially Consignments
GRAINS ALL WAYS**McKENNA & STRASSER**

60 Board of Trade, Chicago

Clement Curtis & Co.

The Rookery Bldg., Chicago

Members of all principal Exchanges.
Private wire service to all leading cities
in this country.*Established Over Forty Years***Hulburd, Warren & Chandler**

208 S. La Salle St., Chicago

Stocks Bonds Grain Cotton

CHICAGO GRAIN & SALVAGE CO.

Dealers in

Salvage Grain

Grain, Feeds, Etc.

WRITE OR WIRE

1911 N. Laramie Street

Chicago

E. W. BAILEY & CO.

72 Board of Trade, CHICAGO

Commission MerchantsReceivers and Shippers of
GRAIN, SEEDS, PROVISIONSI have read the Grain Dealers Journal
for about 25 years. Not so bad. I would
miss being without it.—Fred Kalmbach,
North Baltimore, O.**BARLEY WANTED****Two Rowed and Heavy White***Send Samples**Also Send Samples Buckwheat***The Quaker Oats Company**

Grain Department

Chicago, Illinois

Stratton Grain Company

Grain Merchants

Continental Bank Building
Chicago, Ill.

Board of Trade
Members

CHICAGO

Board of Trade
Members

Cross, Roy, Eberhart & Harris

Incorporated
Postal Telegraph Building, Chicago

GRAIN COMMISSION

*We Specialize in Hedging and Spreading Operations -
Between Terminal Grain Markets*

DOERN-SCARRITT-HANNAH CO.

Formerly POPE & ECKHARDT CO.

COMMISSION MERCHANTS

111 W. Jackson Street

Consignment and your offers of Grain To
Arrive will always receive close attention.

PHILIP H. SCHIFFLIN & CO.

Grain Commission

49 Board of Trade

CHICAGO

J. C. SHAFFER GRAIN CO.

Grain Merchants

111 W. Jackson Boulevard

Chicago, Ill.

CARHART CODE HARWOOD CO.

Grain Commission

Board of Trade

CHICAGO

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

BRAN-MIDDS-SHORTS-RED DOG

B. C.
Christopher
& Co.

Kansas City, Mo.

DAVIS-NOLAND-MERRILL GRAIN CO.

Board of Trade

Kansas City, Mo.

Operating

SANTA FE ELEVATOR "A"

6 000,000 Bushels

Modern Fireproof Storage



*Ask for our bids on Wheat, Corn, Oats, Rye and Barley for ship-
ment to Kansas City and the Gulf—Special Bin Storage Fur-
nished at Regular Storage Rates.*

UHLMANN GRAIN CO.

Board of Trade - Kansas City
87 Board of Trade - Chicago
N. P. Anderson Bldg. - Fort Worth, Tex.
Produce Exchange - New York City
Operators of Katy Elevator, 2,300,000
bushels capacity, at Kansas City

WOLCOTT & LINCOLN

Incorporated

Operating Alton Elevator

CONSIGNMENTS

Future orders executed in all markets

1407-10 Board of Trade, Kansas City

Hutchinson, Kans.

Salina, Kans.

Wichita, Kans.

Pratt, Kans.

**WHEAT
and
OATS**

NORRIS GRAIN CO.

Norris Elevator—Murray Elevator

**CORN
and
BARLEY**

CONSIGN

ERNST-DAVIS COM. CO.
Kansas City

A. C. DAVIS GRAIN CO.

Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited
KANSAS CITY, U. S. A



SHANNON GRAIN COMPANY

CONSIGNMENTS

1124 Board of Trade

KANSAS CITY, MO.

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

SOME GRAIN DEALERS

have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

DENVER

A busy grain and milling center equipped to handle shipments promptly. A quick, active market featuring beans in addition to all grains. Any Grain Exchange member listed below is equipped to serve you.

Houlton Connell Grain Co.

Wholesale Grain.
Get in touch with us.

Kellogg Grain Co.

Receivers shippers of all kinds of grain.

The Conley-Ross Grain Co.

Wholesale Grain.

Farmers Union Mlg. & Elev. Co.

Wholesale Grain and Feed.
38th and Wynkoop Sts.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

McCaul-Dinsmore Co.

Grain Merchants

Minneapolis

Duluth

CEREAL GRADING COMPANY

CHAMBER OF COMMERCE, MINNEAPOLIS, MINN.

GRAIN

We Buy, Sell, Store and Ship all Kinds of Grain, Choice
Milling Wheat and Rye Selected by Expert Buyers.
Own and Operate Elevator "L"

Say you saw it in the

Journal

When you write our advertisers
Thanks

HALLET & CAREY CO.

Grain Merchants

Minneapolis

Duluth

Winnipeg

Fraser-Smith Co.

GRAIN

Minneapolis - Milwaukee Cedar Rapids

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

CIPHER CODES

We carry the following cipher codes in stock
and can make prompt shipment.

Universal Grain Code, board cover...\$1.50
Universal Grain Code, flexible leather 2.50
Robinson's Cifer Code, leather..... 2.50
Miller's Code (1917), cloth..... 2.00
Cross Telegraphic Cipher (9th edition) 3.50
A. B. C. Code, 5th Ed., with sup.....20.00
Baltimore, Export Cable Code.....15.00
Bentley's Complete Phrase Code.....15.00
Riverside Flour, Improved (6th Ed.) 12.50
Calpack Code (1923).....10.00

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

PICKER & BEARDSLEY COMMISSION CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG.

ST. LOUIS, MO.

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

LANGENBERG BROS. GRAIN CO. St. Louis

Established 1877

New Orleans

Use Universal Grain Code
and Reduce Your Telegraph Tolls

Grain Exchange
Members

OMAHA

Grain Exchange
Members

Corn—Wheat—Natural and Sulphured Oats and Barley
RECEIVERS and SHIPPERS
UPDIKE GRAIN CORPORATION

Elevator Capacity 4,600,000 Bushels
CHICAGO—KANSAS CITY OMAHA DES MOINES—SIOUX FALLS—LINCOLN

CROWELL ELEVATOR COMPANY
OMAHA

Receivers and Shippers

GRAIN
Consignments Solicited
VINCENT GRAIN CO.

OMAHA, NEBRASKA

Merchants of hard and
soft winter wheat;
ask for samples.

I have read the Grain Dealers Journal since 1901 and certainly would continue to read it if I were not out of the grain business.—J. K. McGonagle, Washta, Iowa.

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

McConnell Grain Corporation

Strictly Commission and Brokerage

Buffalo, N. Y.

"All Your Needs in Grain and Feeds"
**SUNSET FEED AND
GRAIN CO. Inc.**

Chamber of Commerce :-: Buffalo, N. Y.
CONSIGNMENTS SOLICITED

Send your consignments to

Seymour-Wood Grain Co.

BUFFALO,

N. Y.

LEESON GRAIN CO., INC.

Buffalo, N. Y.

Returns within 24 hours after grain is unloaded

We Solicit Your Consignments
J. G. McKILLEN, INC.

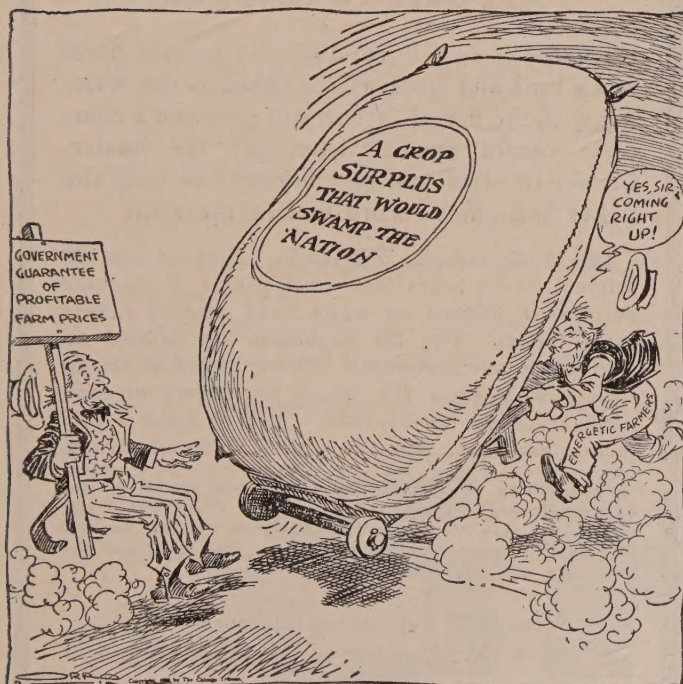
RECEIVERS

Consignments a Specialty

BUFFALO

NEW YORK

One Sure Way to Increase Production.



From Chicago Tribune

Rid Your Elevator of RATS and MICE

These rodents do millions of dollars' damage in elevators to sack grain, seeds, feed, etc.

You can eliminate losses
in your plant by using

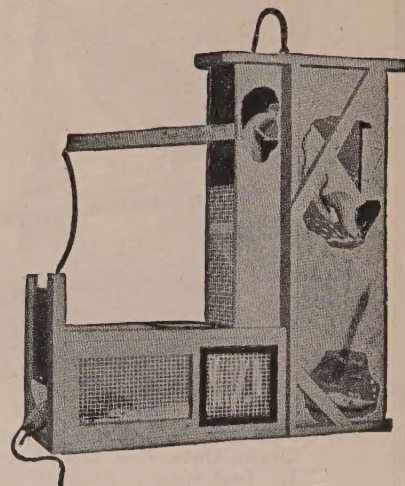
"PEERLESS"
TRADE MARK REGISTERED

Automatic Rat and
Mouse Traps.

This Automatic Trap catches and kills by the wholesale. Each victim resets the trap for the next. Clean, sanitary and lasts for years.

It has made good under the most desperate conditions in thousands of elevators, seed houses, flour and feed mills. Endorsed by leading firms in all lines of business. Over 150,000 in use.

Write today for full
information

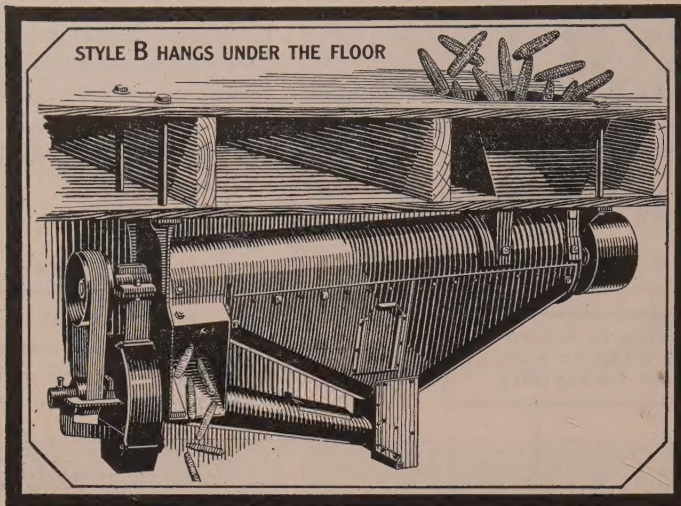


Each victim sets the trap for its followers

A. O. Automatic Trap Co.

630 Jackson Boulevard

Chicago, Illinois



TRIUMPH CORN SHELLER

The Triumph separates cobs, dirt and silk from the kernels of corn. It delivers from 75 to 100 bushels of shelled grain per hour, and requires but five horsepower to operate. It has only one adjustment, the cob dam, and but two moving parts.

The Triumph is built entirely of iron and steel—no wood parts to break and cause delays. Its operation is extremely simple; its construction is workmanlike and sound. Our records show that many machines have given more than 25 years of repair-free service.

THE C. O. BARTLETT & SNOW CO.
6241 Harvard Avenue Cleveland, Ohio

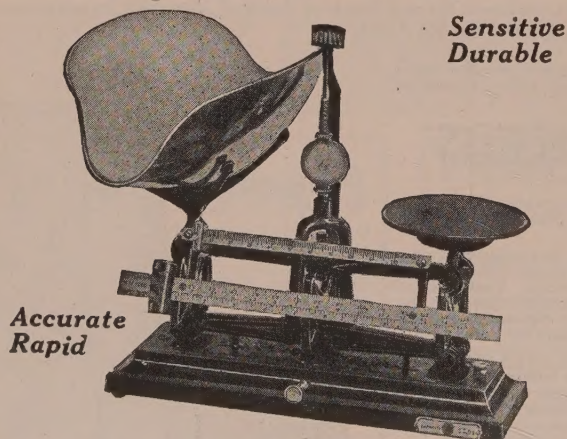


A copy of the Triumph
Corn Sheller Catalogue
will be mailed without
charge.

Bartlett - Snow - Two styles fill all needs

Grain Grading Scale

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.



No. 6200

For Quick and Accurate Determinations of Wheat Grain, Oats, Rye, Etc., Etc.

1. Test Weight per Bushel
2. Dockage
3. Weight for Moisture Test
4. Damaged Kernels

THE TORSION BALANCE CO.

New York Chicago San Francisco
92 Reade St. 228 N. La Salle St. 49 California St.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 3/4 inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

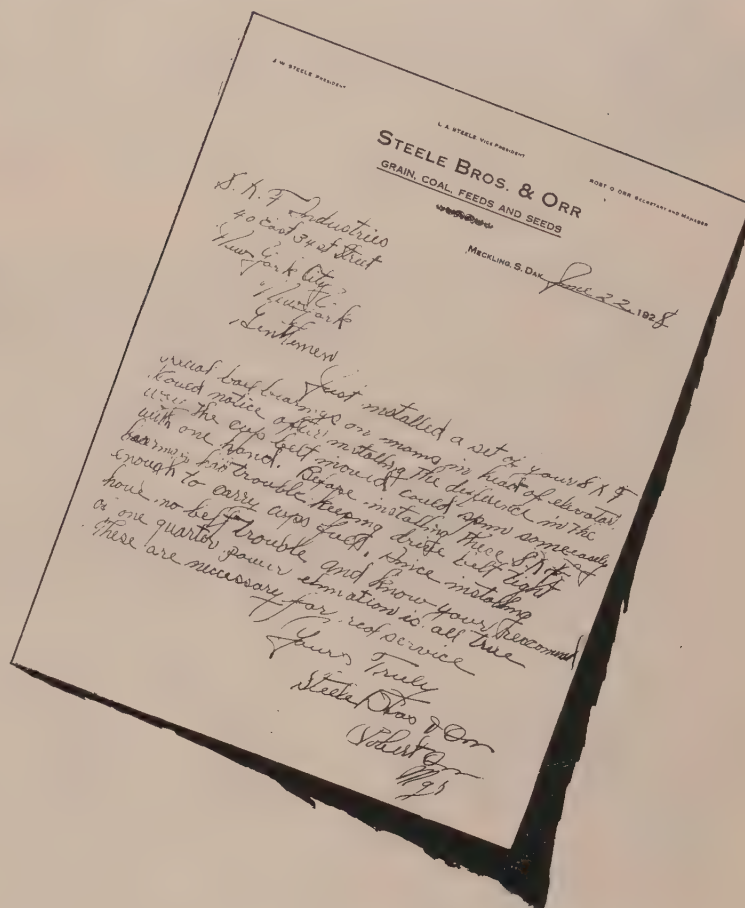
Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Nothing is
apt to cost
so much as
a bearing
that cost
so little

You men who plan, build, use or pay for machines of any kind, remember this: It costs more to replace a poor bearing than to buy the best one that SKF ever produced. AND SKF ANTI-FRICTION BEARINGS ARE THE HIGHEST PRICED IN THE WORLD.



Operators That Use **SKF** In Elevators Know Real Freedom From Bearing Trouble

SATISFIED grain elevator operators are the best testimonial to the success of SKF Ball Bearings in this field. On head and main shafts, cornshellers, and wherever shafts turn, smooth, easy operation without waste of power is always certain. How true this is can readily be seen when Mr. Robert Orr, manager of Steele Bros. & Orr elevator, could easily spin the shafts with one hand.

Once the work starts there isn't any worry about bearing failures, constant oil-

ing, or fire hazard. SKF Ball Bearings run cool and require lubricant only about three or four times a year. Sealed housings keep it in and prevent dust and dirt from getting into the bearings. Years of service show hardly a trace of wear in SKF Bearings. Figuring all these advantages, the grain elevator operator is sure to get the lowest cost per bearing hour service from SKF. SKF engineers will gladly advise you on the right type of bearing for your equipment—without any obligation.

SKF INDUSTRIES, INC., 40 East 34th Street, New York, N. Y.

2115

SKF

Ball Bearings



Roller Bearings



"Eureka"—"Invincible" Grain Cleaning Machinery



"Eureka-Invincible"

Modern Oat Clippers

Equipped with Ball Bearings and Counterbalanced Shoe
Driven by Ball Bearing Eccentrics, are the

Finest That Money Can Buy

"Write for our New Interesting Clipper Catalog No. 116"

REPRESENTATIVES

P. A. Grotevant, 5834 South Park, Chicago, Ill.

J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.

F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

Dwight Dill, 700 N. Winnetka Ave., Dallas, Texas

B. M. Estes,

1429 Allston St.,

Houston, Tex.

Frank T. Rexford

West Lebanon,

N. H.

T. O. Van Nostrand, 606 W. Onondaga St., Syracuse, N. Y.

Geo. S. Boss, Grand Hotel, New York City

W. M. Mentz, Sinks Grove, W. Va.

Bert Eesley, Box 363, Fremont, O.

Special Agents: Strong-Scott Mfg. Co., Minneapolis, Minn.

Strong-Scott Mfg. Co., Ltd., 50 Front St., E., Toronto 2, Ont. and Winnipeg, Man.

S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE"

GRAIN

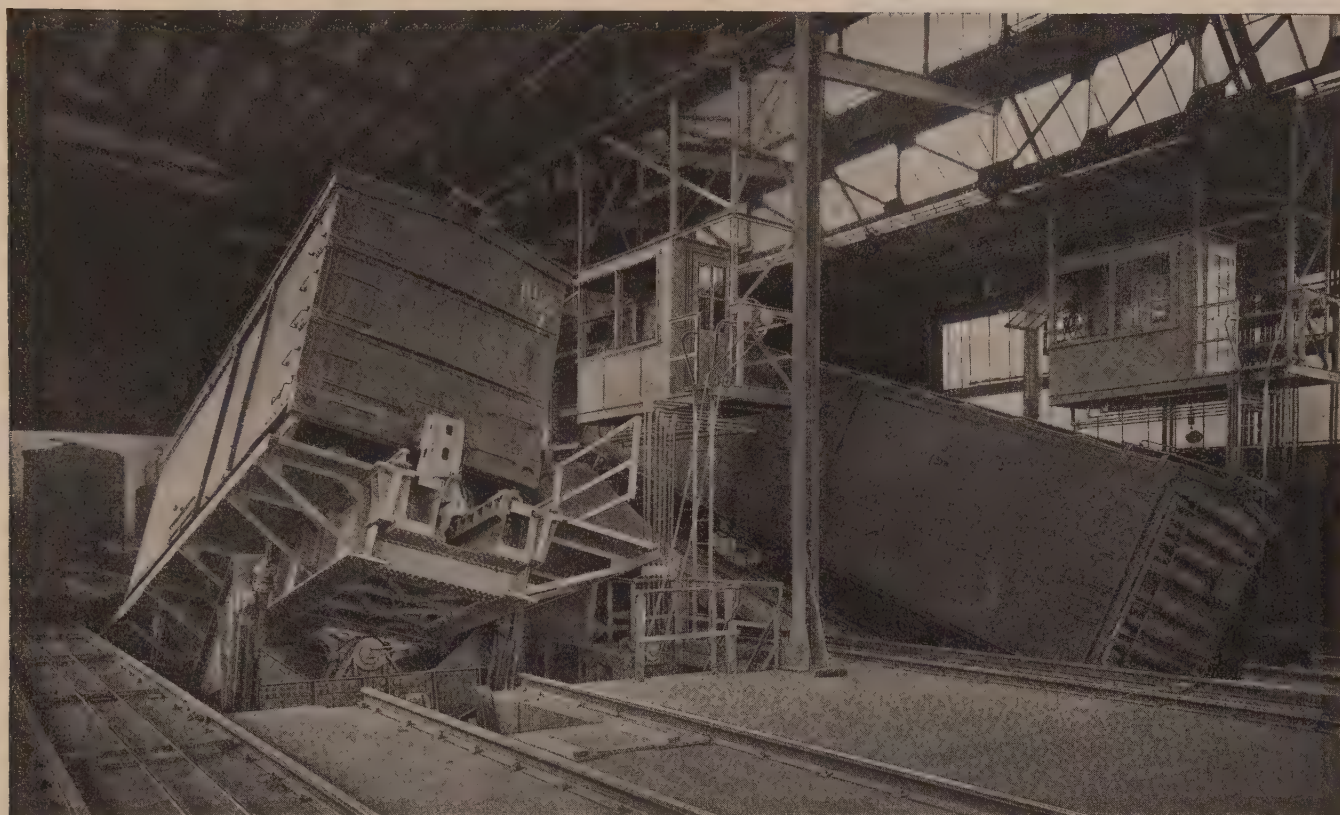
CLEANING

MACHINERY



European Branch: 64 Mark Lane, London, E. C. 3, England

One man and a Link-Belt Grain Car Unloader!



Link-Belt Grain Car Unloaders at the Port Richmond Elevator of the Philadelphia Grain Elevator Company

ONE man and a Link-Belt Car Unloader can unload more grain in less time than many men could using the old methods.

Not only will the installation of this unloader effect great savings in labor costs, but also in maintenance of excessive trackage facilities. It will eliminate the opportunity for demurrage charges, and permit

the utilization for elevator sites of locations formerly undesirable.

The performance of Link-Belt Grain Car Unloaders at principal grain markets is making possible the economical and expeditious handling of grain—the aim of every grain elevator operator. Write for special Bulletin on this unloader.

LINK-BELT COMPANY

Leading Manufacturers of Elevating, Conveying, and Power Transmission Machinery and Chains

CHICAGO, 300 W. Pershing Road

INDIANAPOLIS, 200 S. Belmont Ave.

PHILADELPHIA, 2045 W. Hunting Park Ave.

3520

LINK-BELT

Grain Car Unloader

**TRI-STATE MUTUAL
GRAIN DEALERS FIRE INSURANCE CO.**
LIVERNE, MINN.

We write Fire and Tornado Insurance covering Grain Elevators and contents, also Dwellings and Mercantile property.
**OVER HALF A MILLION DOLLARS RETURNED TO OUR
POLICYHOLDERS IN 26 YEARS**
ASK ABOUT OUR SAVING PLAN

E. A. Brown, Pres.
W. J. Shanard, Vice-Pres.

W. Z. Sharp, Treasurer
E. H. Moreland, Secretary



Now Is The Time

Cold weather is just around the corner. Chimneys should be inspected and any necessary repairs made while the weather is mild. Make certain the entire heating plant is in safe condition before it

is again put into service.

Write for the booklet **Safety and Economy in Heating**—Full of seasonal information.

GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO.
INDIANAPOLIS, INDIANA

J. J. Fitzgerald
Secretary & Treasurer
Indianapolis, Ind.

C. R. McCotter
Asst. Secy. and Western Mgr.
Omaha, Neb.

**Western Grain Dealers Mutual Fire
Insurance Company**

DES MOINES, IOWA

J. A. KING, President
A Legal Reserve Mutual Fire Insurance Company

Selection of Risks

is essential to the security of
an insurance company.

Selection of an Insurance Company

is just as essential to the
security of an assured.

*The "MILL MUTUALS" fulfill
the most rigid requirements.*

Write your insurance company
or this office for details.

**Mutual Fire
Prevention Bureau**

230 East Ohio Street
Chicago, Illinois

GRAIN ELEVATOR BUILDERS

JAS. H. BROWN CO.

621 South 3rd Street
CONCRETE ELEVATORS MILLS WAREHOUSES
Minneapolis, Minn.

L. J. McMILLIN

Engineer and Contractor of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

Elevators, Mills, Warehouses
Designed, Built, Repaired
Estimates Cheerfully Furnished
HOGENSEN CONSTRUCTION CO.
Corn Exchange Minneapolis, Minn.

**The Star Engineering
Company**

Specialists in
Grain Elevator Construction

Our elevators stand every test
Appearance, Strength, Durability
and Economy of Operation

Estimates and information promptly furnished

Wichita, Kansas

CRAMER BUILT

elevators have won the confidence of discriminating grain dealers for long and economical service.

**W. H. CRAMER
CONSTRUCTION CO.**
North Platte, Nebr.

Plans and Specifications Furnished

**ELEVATORS—FEED MILLS
WAREHOUSES**

CHALMERS & BORTON
720 Pioneer Trust Bldg. KANSAS CITY, MO.

**This space
is yours**

If you are the first to apply for it.

Mentioning Grain Dealers Journal is the best introduction to our advertisers

GRAIN ELEVATOR BUILDERS

We invite you--

... to invite us to bid on contemplated construction. Our record of designing and building grain elevators has attracted such grain interests as the Philadelphia Grain Elevator Company and others. Write for the "Long List," it is yours on request.



The M. A. LONG Co.

Engineers and Constructors

Baltimore • Chicago • Washington

A. F. ROBERTS

**ERECTS
FURNISHES**

Elevators
Corn Mills
Warehouses
Plans
Estimates
Machinery

SABETHA,

KANSAS

Weller Metal Pdts. Co.

Chicago Office Factory
505 Webster Bldg. Hammond, Ind.
SHEET METAL WORK
Grain Elevators a Specialty

E. H. CRAMER

Hampton, Nebraska
Designer and Builder of
Grain Elevators

L. D. Rosenbauer, Pres. L. W. Ledgerwood, Sec.
H. P. Roberts, V. Pres. A. E. Owens, Supt. Cons.

Southwestern Engineering Company

Designers and Builders

Modern Mills, Elevators
and Industrial Plants
SPRINGFIELD, MO.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

BIRCHARD Construction Co.

Architects and Contractors
Grain Elevators—Mills
B. SAMPSON Lincoln, Nebr.

Geo. W. Quick & Sons

Tiskilwa, - - - Illinois
Designers and Builders
Concrete Grain Elevators
Waterproof Pits a Specialty

DESIGNERS

of Grain Elevators, Flour Mills

*Feed Mills, Warehouses
and Industrial Buildings*

HORNER and WYATT

Board of Trade Bldg. Kansas City, Mo.

It Pays to Plan Before You Build



Use White Star Special Cups, made and shipped only from the White Star Factory. *Accept no substitutes.* These cups are hand riveted; they stand up and their capacity is guaranteed.

Our Special Boot is the only non-chokable ball-bearing boot on the market, to the best of our knowledge.

Younglove Construction Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING

Concrete Pits that ARE Waterproof

418 Iowa Bldg.,
Sioux City, Iowa

Box 1172
Fargo, N. Dak.

RELIANCE Construction Co.

Board of Trade, Indianapolis

Designers and Constructors
of the better class of grain elevators
—concrete or wood



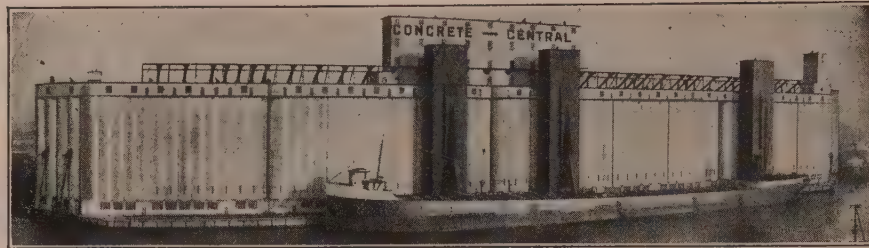
FOLWELL ENGINEERING CO.

Engineers and Constructors

333 North Michigan Avenue
CHICAGO, ILLINOIS, U. S. A.

3,000,000 Bushel Concrete Grain Elevator
Designed and Built for
A. E. Staley Mfg. Co., Decatur, Ill.

Operated by
The Eastern Grain,
Mill and Elevator
Corporation

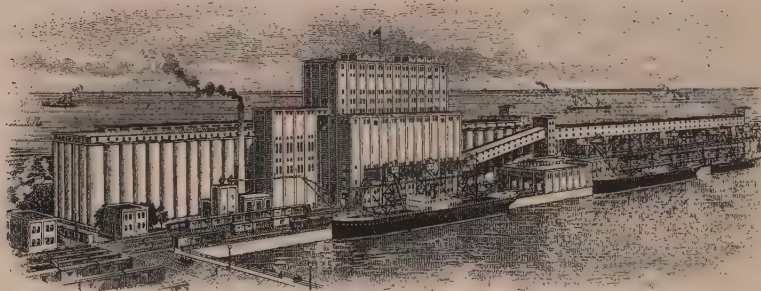


Concrete-Central
Elevator, Buffalo,
N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

PENNSYLVANIA RAILROAD ELEVATOR AT BALTIMORE

JAMES STEWART CORPORATION

ENGINEERS AND CONTRACTORS

W. R. SINKS,
PRESIDENT

FISHER BUILDING—343 S. DEARBORN ST., CHICAGO, ILLINOIS

THOMAS D. BUDD,
VICE PRESIDENT



One of Several Elevators

Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
The Northwestern Elevator	Fort William
The Great Lakes Elevator	Owen Sound

**THE BARNETT-McQUEEN
CONSTN. CO., LIMITED**

Designers and Builders of Grain Elevators

Fort William, Ont.

Duluth

Minneapolis, Minn.



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 460 St. Helen Street, Montreal 837 W. Hastings St., Vancouver, B. C.
33 Henrietta Street, Strand, London, England



Enid Terminal Elevator Co.

Enid, Oklahoma

Capacity, 1,100,000 bushels

An exact duplicate of this elevator was
also designed and built by us for

Southwest Elevator Co., Enid, Okla.

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Building

Kansas City, Mo.

FEGLES CONSTRUCTION CO., Ltd.

Engineers — Constructors

Fort William, Ont.

Minneapolis, Minn.



N. M. Paterson Co., Ltd.

2,500,000 Bu. Elevator

Fort William, Ont.

DESIGNED for the years
ahead—an advance we propose
to maintain.



DAY Dust Collectors

have been standard
equipment in better
grain elevators for
over forty years.

There's a Reason

The Day Company

Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.



Folwell-Sinks Form Lifting

Jacks and Steel Yokes

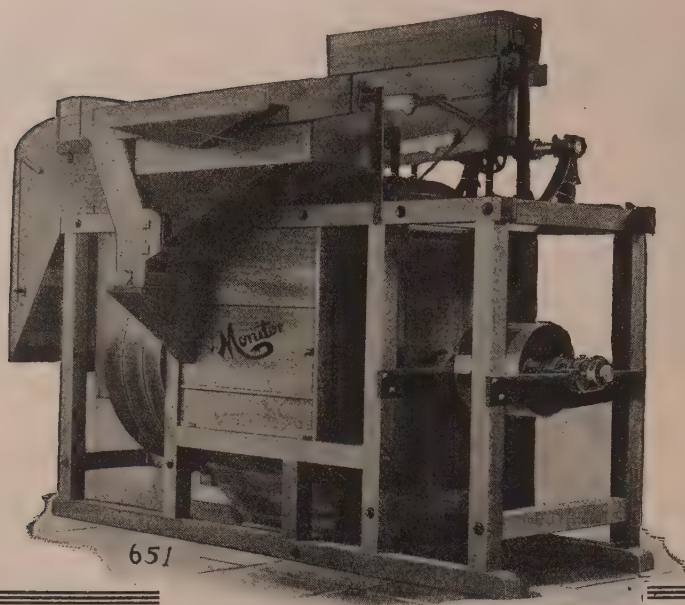
for Grain Elevator, Silo
and Coal Pit Construction

Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.

Patented



IS IT PROFITABLE TO CLIP OATS?

We would rather you got your answer from people who are doing it and if you wish, we will tell you of some close-by people who are operating a MONITOR Clipper. But here is a question that may give you the answer.

If it were not profitable, why are *all* the large grain elevators fitted up with Oat Clippers?

There is no sentimental consideration mixed up with "big" grain business. Either a process pays or out it goes. But the clipping process is always continued. Especially when it is a MONITOR Clipper (and it nearly always is), it usually runs day and night in season.

With the MONITOR Clipper, you can handle grown or smutty wheat and clean it well.

We guarantee that if you install a MONITOR Clipper, you will never regret it. And with the steel frames on sizes 6 and up, they are everlasting. Look one over. We have shipped a large number.

Huntley Manufacturing Company

(Formerly
Silver Creek)

Department B
Brocton, N. Y.

Our Representatives at Your Service:

Chicago, Ill.

A. D. McPherson,
411 Utility Bldg.

Kansas City, Mo.

F. J. Murphy, 732 Board
of Trade

Dayton, Ohio

W. B. Sutton, 337 W.
Hudson Ave.

Los Angeles, Calif.

McKain Mfg. Co.

High Point, N. C.

C. T. Burton, 603 Woodberry St.

Portland, Ore.

J. J. Ross Mill Furn. Co.

Minneapolis, Minn.

A. F. Shuler,
222 M. & T. Bldg.

San Francisco, Calif.

John R. Gray & Co.,
723 Harrison St.

Vancouver

Will Hill, 414 Seymour St.

Lansdowne, Penna.

C. Wilkinson, P. O. Box 147.

Seattle, Wash.

J. J. Ross Mill Furn. Co.

Rochester, N. Y.

B. L. Brooks, Powers Hotel

Canadian Plant:

Tillsonburg, Ontario



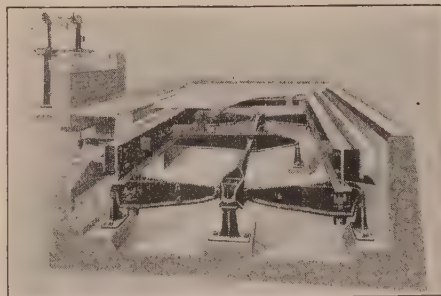
What must a scale do under loads like this?

You take for granted that any good scale will weigh accurately. But—for how long? When the heavy rear-axle auto-truck load comes pounding over the platform, all conditions causing inaccuracy are present.

For truck weighing presents a peculiar problem. Loads are heavy, uneven, punishing—70 to 95 per cent over the rear axle—on one side of the scale one time; on another side another time. Plainly, your truck scale must be so designed as to carry maximum loads at any point on the platform—with *lasting accuracy!*

Fairbanks solved the difficult problem of truck scale

accuracy with Type "S" construction—the same basic design that has been used for years in Fairbanks railway track scales. This scale is equal to the most difficult truck weighing conditions, for it will sustain 100 per cent of its capacity at either end. Yet because it has a "free weighing" system that accurately transmits the load and always returns to correct normal position when relieved, the scale remains permanently sensitive.



Cut-away view of Fairbanks Type "S" Auto-Truck Scale, showing Type "S" construction which gives this scale its enduring accuracy and sensitiveness

Only the Fairbanks Scale offers you genuine Type "S" construction and perfected scale design into which has gone the experience of nearly a century of scale building.

FAIRBANKS, MORSE & CO., Chicago
And 40 principal cities A service station at each house

Fairbanks Scales

Preferred the



World Over

Improved--Again

Increased Elevation:

To take care of trucks with longer wheel bases and longer bodies, the lifting cylinder and steel frames have been lengthened to give a maximum elevation of approximately 58 inches.

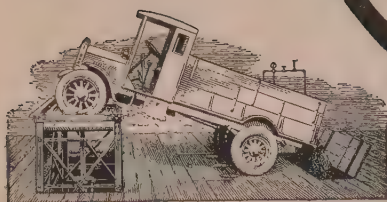
Improved Safety Guard:

The safety guard has been cut-away in the back to permit handling new trucks with lower centers of gravity and low hanging crank cases.

Just as the Kewanee Lifts of 10 years ago are equal to the heavier loads of today, *so will today's improved Kewanee handle the expected heavier loads of the future.*

Kewanee

All Steel TRUCK LIFT



Built by a complete manufacturing organization with more than 20 years' experience—the pioneer builders of steel truck lifts—the Kewanee All Steel Lift of today is the finest lift that can be built, embodying all those ideas of safety, durability and convenience which our intimate contact with the grain trade show are needed.

Yet, it is a fact which will be quickly shown by making comparisons, that a Kewanee delivered at your elevator, and completely installed, costs no more, **but usually less**, than any other reliable device.

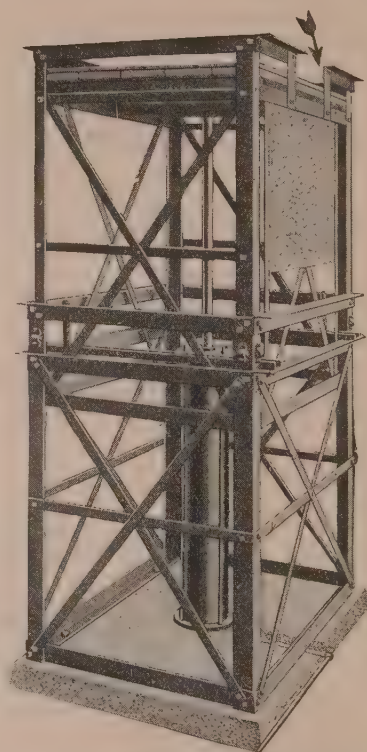
Get prices from an authorized Kewanee representative or write us direct. Our new folder, describing the complete line of Kewanee lifts will be of interest. May we send it—without any obligation, of course?

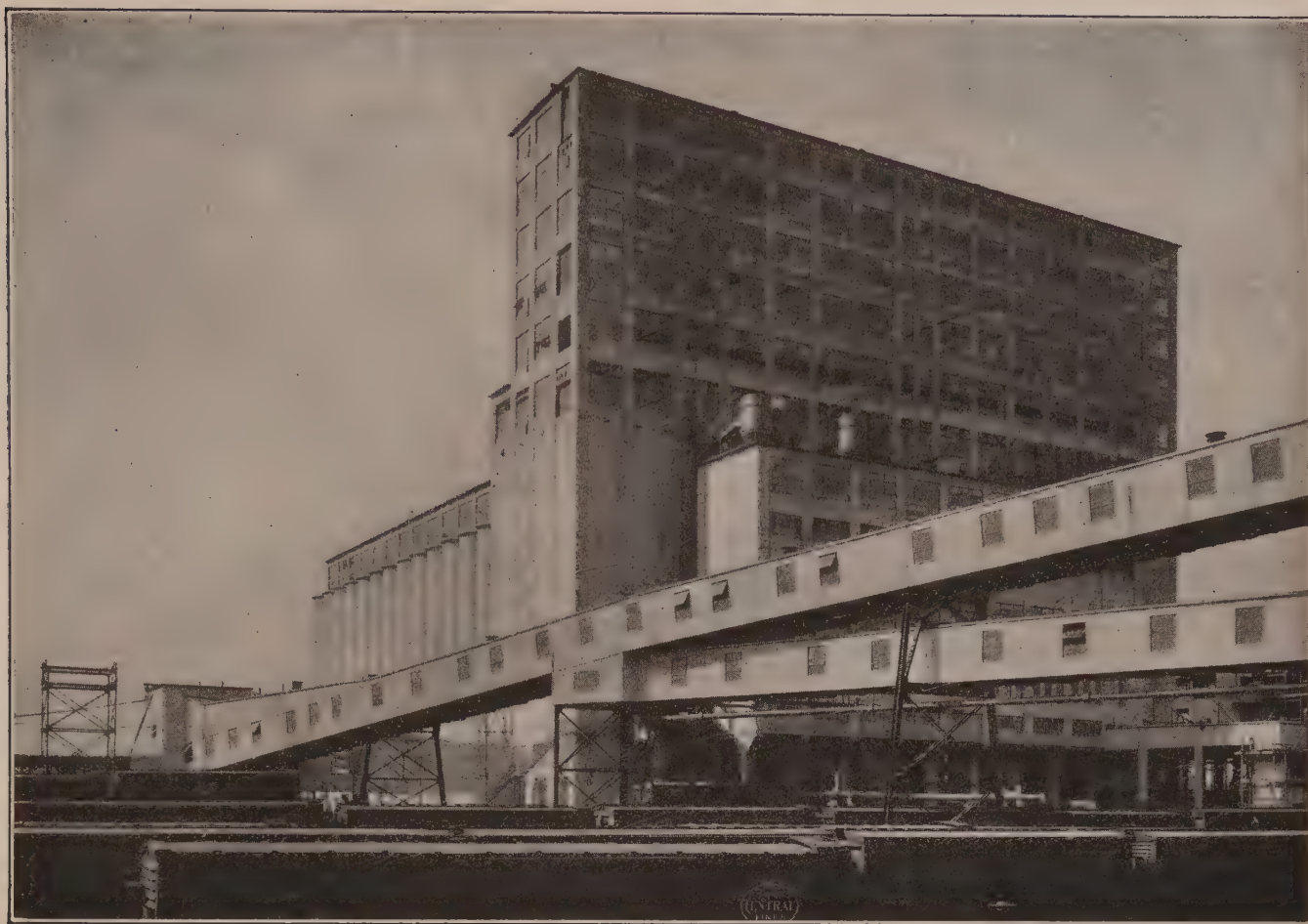
KEWANEE IMPLEMENT COMPANY,
1431 Burlington Ave., Kewanee, Ill.

You may send me complete information regarding the Kewanee All Steel Truck Lift. Our elevator handles yearly bushels.

Name

Address





WEBSTER CONVEYORS

With a receiving capacity of 32 carloads of grain per hour, the B. & O. grain elevator at Locust Point, Baltimore, is probably the most modern and fastest grain handling plant in the world.

4,825 sets of Webster Troughing Carriers are in use in this elevator, making a total conveyor length of five miles. 28,000 pounds of grain are carried per minute at a speed of 800 feet per minute.

These Webster Troughing Carriers are of malleable iron with supporting angles of steel. They are simple and rugged and operate with exceptional smoothness.

The field of belt conveyor service is a vast one and requires expert knowledge in selecting the correct application for specific requirements. Webster engineers will gladly confer with you on this subject, without obligation.

THE WEBSTER MFG. COMPANY

1856 North Kostner Ave.

CHICAGO

WEBSTER INGLIS, LIMITED, Toronto, Ont



WINTER'S

Universal Elevator
Drive

Equipped with Timken Roller Bearings

Winter's Direct Elevator Drives in single unit installations have elevated over 4,500,000 bushels of grain without showing any noticeable wear or requiring any attention other than oiling twice a year.

This proven fact from actual use makes Winter's Drive your best buy.

Users save 20% to 50% on power by using Winter's Drives. This can be accomplished by operating direct on head shaft, eliminating all belts, chains, sprockets, and counter-shafts.

NO CHAINS TO BREAK! NO BELTS TO SLIP!

Guaranteed for Five Years

Descriptive Literature Sent Upon Request

CLOW-WINTER MFG. CO.

MINNEAPOLIS, MINN.

LARVACIDE

—ALORPICRIN—

A 100% Exterminator

The Safe Fumigant for
Grain Elevators--Seed Warehouses
Flour Mills--Private Residences

Non-Inflammable
Non-Explosive

Sanctioned by Mutual Fire Prevention Bureau

Information Including Technical Papers on Request

INNIS, SPEIDEN & CO.

46 CLIFF STREET, NEW YORK.

Selling Agents for ISCO CHEMICAL CO.

Authorized Distributors Who Intelligently
Handle Your Problems

Furniture Fumigation Co., 538 W. Pershing Rd., Chicago, Ill.

Twin City Exterminating Co.,

2399 University Ave., W., St. Paul, Minn.

Safe-Way Exterminating Co., 429 Franklin St., Detroit, Mich.

Twin Ports Exterminating Co., 1911 23d St., Superior, Wis.

Bode Furniture Fumigation Co.,

2191 Western Ave., Cincinnati, O.

Territories are open for active responsible distributors

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt
of price; or on trial to re-
sponsible parties. Has auto-
matic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



HOTELS OF HOSPITALITY

In Omaha, Neb.—Hotel Fontenelle
350 Rooms — 350 baths

In Lincoln, Neb.—Hotel Lincoln
250 Rooms — 200 Baths
\$1.50 to \$3.50.

In Sioux City, Ia.—Hotel Martin
350 Rooms — 300 Baths
\$1.75 to \$3.50.

In Cedar Rapids, Ia.—Hotel Montrose
300 Rooms — 250 Baths
\$1.50 to \$3.50.

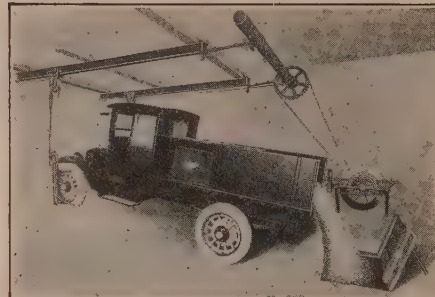
In Sioux Falls, S. D.—Hotel Carpenter
175 Rooms — 100 Baths
\$1.50 to \$3.50.

And twelve others

Operated for your comfort by

EPPLEY HOTELS CO.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.



McMILLIN COMBINATION WAGON AND TRUCK DUMP

DANGER!—There is none.
FOR SAFETY!—Second to none.
FIRST COST—Reasonable.
INSTALLATION COST!—Light.
POWER USED!—Unequalled.
ECONOMY—Unsurpassed.

**SIMPLE! - DURABLE!
SUBSTANTIAL!**

INCREASE your business and
please your customers by using
the GREATEST ACHIEVE-
MENT in TRUCK DUMPS.

There are many features of ad-
vantage found in this dump that
are foreign to others.

Write for particulars

L. J. McMILLIN

525 Board of Trade,
Indianapolis, Ind.

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned
dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved
by the use of Kennedy Car Liners.
These car liners practically condi-
tion a bad order car and enable
shippers to load cars that other-
wise would be rejected.

KENNEDY SYSTEM of car liners
prevents leakage in transit and are
made for all cases of bad order
cars, consisting of full Standard
Liners, End Liners and Door Liners.

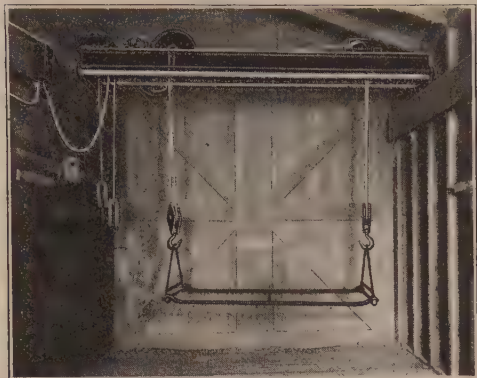
WILL YOU NOT give us an oppor-
tunity to submit full details of our
system and the low cost for this
protection? We are confident this
would demonstrate to you the effi-
ciency and money saving merits of
our car liners.

**THE KENNEDY CAR LINER &
BAG COMPANY**

SHELBYVILLE, IND.

Canadian Factory at Woodstock,
Ontario

The Bender Electric Overhead Traveling Truck Dump



Price \$250.00

Its traveling feature allows for dumping wagons, long and short trucks—

Eliminates plant changes, not necessary to change pit openings, floors, etc. Continue to use present wagon log if you desire.

Installation consists of two 3"x12" timbers tied to side walls. Track may extend outdoors in short driveways.

Very Powerful—Safe. Recommended under Fire & Liability Insurance regulations.

For Unwired Plants

This dump may be obtained in our 6-volt job for unwired plants. Dump is equipped with 6-volt motor, 6-volt battery. A 6-volt generator is supplied which keeps the battery charged. Drop lights may also be used.

Just as powerful as those using other voltage motors. Sells at the same price.

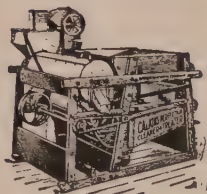
THE BENDER HOIST MFG. CO.

609 So. 48th Street

Omaha, Nebraska

Stop Smut

Protect Your Farmers
and Yourself



Consider the losses your farmer patrons and yourself suffer each year from dockage for smut. YOU can prevent this and increase the yield by equipping your elevator with a Calkins Seed Treater which grades as well as treats.

Write for particulars

Calkins Manufacturing Co.

Hutchinson, Kans.

Spokane, Wash.



We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

Armour Grain Co
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co
Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City, Mo.

Railroad Claim Books

Our Improved Railroad Claim Books are designed especially to expedite the collection of grain, seeds and feed claims. They facilitate the filing, and contain spaces for all the necessary information in the order which assures the prompt attention of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

411-B contains 100 sets all Form B. Price, \$2.00

411-C contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL

309 South La Salle Street

CHICAGO, ILL.



The Atlas Car Mover

"When you put an Atlas under the wheel of a car there is never a question about moving it."

The most powerful car mover made.

True compound action, two-piece non-slip spurs set at the right angle to best grip the rail. Covered by an absolute guarantee.

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin

Coal Sales Book

(Improved)

For Retail Coal Dealers

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 10,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Buyer, Driver, Gross, Tare, Net, Kind, Price, Amount, Cash, Charge.

This book is 10½x15¾ inches and contains 200 numbered pages of linen ledger paper. Well bound with best binder board, covered with black cloth, with red keratol back and corners. Weight, 4 lbs.

Order Form 44 Improved. Price, \$4.00.

Grain Dealers Journal

309 So. La Salle St., Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—12,000 and 4,000 bushel elevators for sale at a bargain if taken soon. We mean business. 61Q12, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Elevator and storage for 12,000 bu. grain; hay barn, capacity 125 tons; flour house, capacity three cars; coal house, capacity 100 tons; and small modern residence on premises. Liberal terms will be given purchaser. Address P. O. Box 128, Haskell, Okla.

INDIANA ELEVATORS FOR SALE.

Owing to the sickness of Mr. Stiefel, we are liquidating our business and are offering our New Haven, Dawkins, Maples, Ossian and Eaton elevators for sale. For all information write.

Stiefel & Levy, Fort Wayne, Ind.

WANTED—A man or firm who will get on ground and can sell six Nebraska country elevators in good locations, some with coal and lumber side lines; crop prospects and conditions wonderful. Address 61P12, Grain Dealer Journal, Chicago, Ill.

CENTRAL ILLINOIS—Modern 40,000 bu. capacity elevator and 25,000 bu. capacity crib and small grain combined. Also tenant house, office, scales, etc. On leased ground. Priced to sell. Possession at once. Write 59Z6, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

Buy Your Business
Through the Largest Firm
of Business Brokers in
the Middlewest
National Brkg. Co.

Flour Mills, Nebr. Splendid location on Railroad. 135 barrels every 24 hours. Making big profits. Owner has other business; must sell. Investigate.

Milling, Elevator, and Feed, Utah. 50,000 bushel capacity. Fine location in best farming country. Complete machinery, everything in best condition. No competition. Priced at a bargain.

Milling and Elevator, Utah. Located on Logan River, operated by water power the year around. 225 barrel capacity. Good-going business with annual sales around \$200,000. Real opportunity. Write us for full details.

Flour, Feed and Custom Mill, Utah. Good local and retail trade. Electric power; 50 barrel per day capacity. Everything in good condition.

Elevator and Coal, Minn. Located on railroad; wonderful farming country. Sales over \$150,000 annually. Real opportunity.

Milling Company, Nebr. Located on railroad, doing fine business. Sales over \$110,000 yearly. Good going business, priced right.

Owners of Businesses
If You Want Real Action in
Disposing of Your Business
List Your Place with the
National Brkg. Co.
Omaha Nebraska

ELEVATORS FOR SALE.

ILLINOIS—40,000 bu. duplex elevator near Bloomington; also large corn crib and office. Price on application. Address 61R19, Grain Dealers Journal, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

WISCONSIN—Grain Elevator, Potato House, Hay House, Coal Bldgs. for sale; commanding a fine location on the C. & N. W. Ry. on direct route to Chicago. Surrounded by excellent farming community. Address 61S3, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—60,000 bu. grain elevator for sale, equipped with electric motors; coal, lumber, twine, etc., as side lines; located in center of corn belt; crop prospects and conditions wonderful; owner must sell at once on account of ill health. For terms write or call—O. Gross, Buckingham, Ill.

IOWA—Long established grain, feed and coal business in city of 3,000, located in prosperous feeding section. Property consists of 25,000 bushel cribbed elevator, fully equipped, operated by electricity, also attrition feed mill; large coal business with 14 sheds in good condition; 3 large warehouses and corn cribs. Immediate possession. Business established in 1882 and is prosperous at the present time. Sale to settle estate. **CLAUSEN ELEVATOR CO., CLEAR LAKE, IOWA.**

SOUTHEASTERN NEBRASKA—10,000 bu. elevator, coal shed, 7-room house with electric lights and water, four lots of ground, all for \$14,000; German community of about 75, 10-grade school, Methodist church; doing fine business and handling all the livestock; lots of wheat binned and a wonderful prospect for corn; reason for selling—no high school for children. 61R3, Grain Dealers Journal, Chicago.

BARGAIN IF TAKEN AT ONCE—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business, **USE** these columns to your best advantage just as others are doing. **WE WILL** assist you in the composition of copy free. We are in business to be of service to **YOU**. There is no wrong time to put an ad in the columns of the Journal. **TRY IT.**

ELEVATOR FOR SALE OR TRADE.

WILL SELL OR TRADE for unincumbered property well located, my elevator and residence, also unincumbered, at Prairie Home, Neb., 12 miles from Lincoln, Neb. Fine corn crop in prospect. H. L. Aden, Prairie Home, Nebr.

ELEVATORS FOR SALE OR LEASE

OKLAHOMA—15,000-bu. elevator, modern equipment, electric power, Stone Air Dump; large warehouse; private track, two main line RRs and one branch; old established business in town of 18,000. No incumbrances; terms. Write C. F. Prouty, Oklahoma City, Okla.

YOU MAY BE MISSING SOMETHING.

AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

ELEVATOR FOR SALE OR RENT FOR RENT

Well located grain elevator at Warsaw, Ind., can combine feed grinding and coal business. The State Bank of Warsaw, Warsaw, Ind.

MILLS AND ELEVATORS FOR SALE.

FOR SALE CHEAP

A 400 bbl. corn mill; 18,000 bu. concrete elevator. If interested write for further information. New Baden Mfg. Co., New Baden, Ill.

FOR SALE

50 to 75 bbl., 3 story brick feed and flour mill with warehouse and 40,000 bu. elevator; water power; fine location and excellent business. Must be sold to settle estate of deceased owner. Box 35, Manti, Utah.

ELEVATORS WANTED

WANT TO BUY good grain elevator in Central Illinois, McLean County preferred. Address Box 673, Bloomington, Ill.

WANT TO BUY OR LEASE elevator in central Illinois; state volume and give description. 61S11, Grain Dealers Journal, Chicago.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES FOR SALE.

ILLINOIS—Grist mill, feed and coal business for sale; new electric machinery. Write 61S10, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

PARTNER WANTED.

PARTNER WANTED to invest in country elevator business in Indiana or Illinois. Address 61R12, Grain Dealers Journal, Chicago, Ill.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

HELP WANTED WITH INVESTMENT.

WANTED—Capable, dependable, efficient, experienced manager for grain elevator; able to give bond and buy an interest. Address 61S12, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED.

WANT JOB buying grain for some line house; have had six years' experience. Address 61R6, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED MAN wants position as manager of country elevator. Write 61S16, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN, 35 years old, wants position as manager of grain elevator; ten years' experience; best of references; go anywhere. Write 61Q10, Grain Dealers Journal, Chicago.

SITUATION WANTED by experienced elevator manager, 28 years old; 7 years' experience as manager; prefer Farmers' Co-op. Write 61S7, Grain Dealers Journal, Chicago.

WANTED—Position as second man in farmers elevator; married, 28 years old; can furnish bonds and best of references. Address Joe Terhaar, Wahpeton, N. Dakota.

POSITION WANTED as manager of grain elevator by experienced man in grain, coal, feed and other sidelines; can furnish bond and give the best of references; will go anywhere. 61S8, Grain Dealers Journal, Chicago.

POSITION WANTED with some firm as manager of elevator or bookkeeper; have had 27 years' experience in the grain, coal, flour and feed business, 15 years running elevator; would consider job on road as coal or flour salesman. 61Q11, Grain Dealers Journal, Chicago.

RESULT PRODUCING Farmers Elevator manager with 16 years' successful record desires position with good company. Good grain man and accountant; experienced in all side lines; good mixer with public; Illinois or Indiana preferred. Address 61N11, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—Four-ton Fairbanks Wagon Scale, in good condition; \$50 f.o.b. our station. El Dorado Feed Co., El Dorado, Kansas.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

RICHARDSON AUTOMATIC SCALES bought and sold. Address 61S14, Grain Dealers Journal, Chicago, Ill.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., 502 Waldheim Bldg., Kansas City, Mo.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE

FOR SALE—One 25 hp. Fuller and Johnson Oil Pull Engine, bought in 1926 and used about 13 months in an ice plant; priced right. Address E. L. Wallace, Gilmore City, Iowa.

THE DUNLAP FORDPOWER, an all steel frame, pulley and governor assembly for the purpose of mounting the Ford motor for belt work. Popular among grain elevators requiring up to 15 hp. Write for particulars. DUNLAP FORDPOWER CO., 133 N. St. Francis, Wichita, Kans.

OIL ENGINES

25, 50, 75, 80, 120, 180 hp. and up, immediate shipment, all makes. We buy. Bulletin 368 features 20 pages Bargains in Rails, Equipment, Machinery, Steel, etc. ZELNICKER in St. Louis.

GRAIN WANTED.

WE ARE IN THE MARKET for Oat Clippings and Grain Screenings of all kinds. Leeson Grain Co., Inc., Buffalo, N. Y.

SEEDS FOR SALE

FOR SALE—Mindum Durum for seed, clean, ready for sowing. Write for sample and prices. Van Osdel & Goulding, Edmore, N. D.

HAY FOR SALE—WANTED

GET FULL MARKET value for your hay and straw. Ship to John Devlin Hay Co., Inc., 192 N. Clark St., Chicago, Ill. ALFALFA HAY for sale. Write for delivered prices.

MOTORS FOR SALE.

3 PHASE, 220/440 V. MOTORS

2—50 hp., 1800 rpm., 60 cy., General Electric.
1—35 hp., 1800 rpm., 60 cy., General Electric.
1—30 hp., 1800 rpm., 60 cy., General Electric.
1—30 hp., 1800 rpm., 60 cy., Lincoln (new).
1—30 hp., 1500 rpm., 25 cy., Lincoln (new).
2—25 hp., 1500 rpm., 25 cy., Robbins & Myers.
3—25 hp., 1800 rpm., 60 cy., General Electric.
1—25 hp., 1800 rpm., 60 cy., Fairbanks-Morse.

Many others, A. C. and D. C. Low prices. V. M. NUSSBAUM & CO., Fort Wayne, Ind.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

PAINTING

PNEUMATIC POWER PAINTING

Can paint your Elevator and other buildings quicker, cheaper and better, as air will put paint where hair will not; use first-class material. Write for prices or will come and figure with you. Henry Leck, Bennett, Iowa.

Bargain Sale in Soiled and Shelf Worn Books.

One Universal Grain Code, slightly shelf worn, leather bound. Price \$1.50 and postage.

Two Railroad Claim Books for overcharge in freight or weight. Each book contains 100 original and 100 duplicate blanks with two-page index and four sheets of carbon; slightly soiled. Very special at \$1.25 and postage. Order "Special 411-E."

One Clark's Decimal Grain Values save time and money and prevent errors; four sets of tables contained in one book, 96 pages, printed on heavy linen ledger paper, bound in cloth, half keratol, size 8 $\frac{3}{4}$ x11 $\frac{1}{2}$ inches. Order Special 35. Price \$3.00, only slightly shelf worn. Weight 1 $\frac{3}{4}$ lbs.

Gold Bricks of Speculation, a study of speculation and its counterfeits and an expose of the methods of bucketshop and "Get-Rich-Quick" swindles. We have a few of these interesting books soiled from display, written by John Hill, Jr., of the Chicago Board of Trade, which we will send on receipt of \$1.00 each and postage to carry. Weight 4 lbs. Order "Gold Bricks of Speculation Special."

ONE CLARK'S DOUBLE INDEXED CAR REGISTER for track buyers and terminal and primary market receivers gives ready reference to the record of any car. One soiled copy (used as printer's sample) containing space for 21,600 cars, \$1.75 and postage. Order Form 42.

PLANS OF GRAIN ELEVATORS, Fourth Edition, is by far the most extensive and complete work of this character published. It is not designed to take the place of an architect but to assist the prospective builder in formulating a clearer idea of the plant best suited to the needs of his business. It contains nearly 500 half-tone engravings reproduced from photographs of grain elevators and over 1100 line cuts made from plans of modern elevators. Two soiled copies, salesman's samples, weighing 4 lbs. 8 ozs. each. Price \$2.00 and postage.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....

MACHINES FOR SALE.

FOR SALE—All modern milling machinery from 125 bbl. flour mill at bargain prices. Write C. L. Travelute, Lebanon, Kans.

FOR SALE—One (new) No. 26 Stanley Oat Huller, capacity 125 to 150 bushels per hour. Never been used. Write 61R5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR MACHINERY FOR SALE

One No. 500 Globe Cleaner.
One 15 hp. Otto engine in good condition. Kennedy Farmers Elevator, Kennedy, Minn.

FOR SALE—16-inch Monarch Mill; separator; crusher; corn sheller; automatic scales; bucket elevators and conveyors; hangers and shafting. Westchester Grain Co., Port Chester, N. Y.

FOR SALE—One 20 hp. motor, used only one year, cost \$400.00; also roller feed grinding mill; will sell motor and mill for \$500.00. Cayuga Farmers Elevator Co., Cayuga, N. Dak.

FOR SALE

One 2-pair high 9x24 Nordyke & Marmon roll, never been used. Write or wire Standard Mill Supply Company, 502 Waldheim Building, Kansas City, Mo.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. DIAMOND HULLER CO., Winona, Minn.

BATCH MIXERS.

Latest type, very best on the market, from 400 to 4,000 pounds capacity. Prices reasonable, let us have your inquiries for prompt shipment. Standard Mill Supply Company, 502 Waldheim Bldg., Kansas City, Mo.

USED MACHINERY FOR SALE.

One Williams No. 5 Roller Knife Shredder; one No. 1 Jay Bee Grinder; one 30" Bauer Belt Driven Attrition Mill; one 30" Cogswell Double Pulley Attrition Mill. Send for new list of crushing and grinding machinery.

We buy your idle machinery.

CONSOLIDATED PRODUCTS CO., INC.,
14-17 Park Row New York City

FOR SALE—One No. 7 Monitor, style A, combination corn and grain cleaner; one No. 9 Bowsher corn grinder; one No. 14 Western warehouse sheller complete with drag chain and sprockets; one elevator turn head and boot with 84 ft. 7x4 belt cups attached; one Fairbanks six-ton wagon scales. Write the Farmers' Co-operative Ass'n, Okarche, Okla.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans specifications, flow sheets, etc., our specialty.

Write us without delay.

SPROUT, WALDRON & CO.,
9 S. Clinton St., Chicago, Ill.

NEW AND USED MACHINERY FOR SALE

Two 22-in. double head Bauer ball bearing, motor driven, Attrition Mills; 1 three pair high 9x18 Allis Feed Mill, in excellent condition; 1 Hess corn and grain drier, new, never has been set up, capacity 1,200 bu. per 24 hrs.; 1 double stand 9x24 Noye rolls, LePage cut; and 1 Weller 12 in. x 24 in. steel elevator leg, approximately 130-foot centers, excellent condition. For reasonable quotations on all kinds of mill and elevator equipment write or wire STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

MACHINES WANTED.

WANTED

Used feed grinder with motor; give all particulars and price in first letter. Write Rosebud Grain Company, Winner, South Dakota.

WANTED—One used Model No. 10 Clipper Cleaner manufactured by A. T. Ferrell & Co.; must be in good condition and cheap. Send full description and price in first letter. Pollock Grain Co., Middle Point, Ohio.

10,000 SHIPPERS
Are now usingTYDEN
CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES

Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

617 Railway Exchange Bldg., Chicago, Ill.

It is the returns from advertising that permits the maximum of service to our readers. Please specify the
Grain Dealers Journal
when writing an advertiser.

HELPFUL BOOKS FOR CARLOT
GRAIN HANDLERS.

Clark's Fractional Values table is on heavy cardboard, 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels by ten bus. breaks at ¼, ½, ¾, 1, 1½, 2, 3 and 4 cents. The number of bushels is shown in red and the value in black. Price 25 cents.

Clark's Decimal Wheat Values cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Weight 12 ozs. Order Form 33XX. Price \$2.00.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy Bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

Shipping Notices Duplicating: A convenient form for advising receivers of the kind, grade and weight of grain shipped.

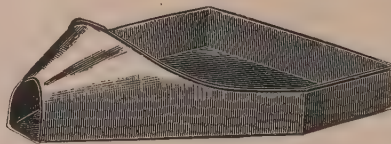
Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5½x8½ inches. Order Form 3SN. Price 75c. Weight 8 ounces.

Confirmation Blanks, Triplicating, will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of dual faced carbon, size 5½x8 inches. Order Form 6CB, 90 cents. Weight 9 ounces.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Grain Size, 2½x12x16½", \$2.00. Seed Size, 1½x9x11", \$1.65.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight 4 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

John L. Kellogg Seed Co.



**BUCKEYE BRAND
FIELD SEEDS**

Strictly No. 1 Quality

The J. M. McCullough's Sons Co
CINCINNATI OHIO

The Grain Dealers Journal is a first-class publication.—Albert W. Orr, Kansas City, Mo.

WE SPECIALIZE IN
**ALFALFA BLUE GRASS
SUDAN MILLET and CANE**
WRITE FOR SAMPLES AND PRICES
RUDY-PATRICK SEED CO.
Kansas City, Mo.

FIELD SEEDS

BUYERS — SELLERS
Glad to Quote

J. OLIVER JOHNSON, INC.
946-960 W. Huron St. Chicago, Ill.
© Reg. J. O. J. Inc.—1928

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

North American Seed Co.
MILWAUKEE, WIS.

**CLOVERS—TIMOTHY
ALFALFA**

Get our samples and prices before buying

Tobin-Quinn Seed Co.
Kansas City, Mo.

THRESHERS & CLEANERS
HIGH GRADE MISSOURI BLUE GRASS

L. TEWELES SEED CO.

Distributors of

BADGER BRAND SEED

Milwaukee, Wisc.

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder,
Seeds Sudan Grass, Soy Beans, Cow Peas
St. Louis, Missouri

J. G. PEPPARD SEED COMPANY

Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

LOUISVILLE SEED COMPANY, Inc.

Louisville, Kentucky

Buyers and Sellers of All
Varieties of Field Seeds

Headquarters for Redtop Orchard
Grass and Kentucky Blue Grass

Use Universal Grain Code

and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4 $\frac{5}{8}$ x 7 $\frac{1}{8}$ inches. Bound in flexible leather,
\$3.00; Board covers, \$1.50, or in dozen lots \$12.00.
Address Grain Dealers Journal, 309 South LaSalle Street,
Chicago, Illinois.



FALK
Speed Reducers

Out today
BULLETIN 190
Write for your copy of Bulletin No. 190 describing Falk Herringbone Gear Speed Reducers. Just off the press and will be sent promptly.

Double Reduction Type—Completely enclosed

Standardized

Falk Herringbone Gear Speed Reducers offer the most complete line on the market. A wide range of standard ratios and standard motorbeds are carried in stock in single, double and triple reduction drives and can be had for immediate shipment.

Bulletin 190, describing a new series of these units, is just off the press. Ask for Bulletin 190 and price list. Let us quote you for comparison on your present needs.

THE FALK CORPORATION MILWAUKEE

New York Albany Wilkes-Barre Pittsburgh Birmingham Detroit
Chicago Denver San Francisco Portland Minneapolis St. Louis

Canada: The William Kennedy & Sons, Ltd., Owen Sound, Ontario Exclusive
Sales Representatives and Licensed Manufacturers under Falk Patents Branches:
Halifax Montreal Toronto Cobalt Winnipeg Vancouver



GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods for progressive wholesale dealers in grain and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator operators is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, SEPTEMBER 10, 1928

ROLLING oil soaked overalls in a tight bundle is one sure way to invite spontaneous combustion. It also invites incarceration in the penitentiary.

BARLEY is superior to oats for poultry feeding, and dealers well supplied with barley this season may find it profitable to look for an outlet in that direction.

A **MANLIFT** is more than a convenience. It helps to prevent fires and mixing of grains and encourages the elevator operator to watch his automatic scale.

DIPPING WOOD SHINGLES for protection against the weather in some petroleum compound that makes them more inflammable simply adds to an already dangerous fire hazard.

LEGISLATION is not needed to curb the speculator. The market will attend to disciplining any trader who gets into the market contrary to the natural trend of prices, be he big or little.

CHARTS of market prices are a record, not a guide to future fluctuations. A similar combination of conditions sometimes results in similar future movements of prices, but can not be depended upon.

POSSESSION of storage capacity must be very gratifying to soft winter wheat millers who filled their bins, in view of the present premium of 36 cents per bushel on red wheat over the Chicago September future.

DO NOT overlook the local newspaper when special announcements are to be made to patrons. The advertisement is a guaranty that the grain dealer is standing back of the statements therein and that the offer is open to all.

CAR SEALS consecutively numbered are not expensive and give the shipper information regarding the opening of his car at the other end of the route that sometimes supplies just the evidence needed to make good a claim for shortage.

THE LESSON taught by the tremendous early movement of wheat from country points in the Southwest is that millers and dealers at terminals who desire to have a stock from which to draw later in the season must erect storage bins.

CLEANING grain and selling the screenings is a business practice that puts the grain buyer on a level much higher than that occupied by the scoop-shoveler. Cleaning the grain will give the independent dealer who has line house competition an edge on the concern that has to pay freight on dirt.

MILLERS of South Africa who have recently agreed to pay an additional 3 pence on all wheat received in new bags are on the wrong path to the extent that encouragement of bagging delays the introduction of bulk handling which has already made an auspicious beginning in the Union of South Africa.

FROSTED wheat originating in Saskatchewan will present its own problem this season to handlers of Canadian wheat. Only a few places in that province escaped the frost the last week in August, and the amount of frosted wheat to come forward will be considerable, forcing the inspectors to lower the grade on a large percentage of the crop.

THE GRAIN DEALER who sinks his individuality in a recognition that he is but one cog in the great wheel of distribution, and is willing to adjust his own activities to co-operate with those of the grain grower on one hand and the buyers of car lots on the other hand makes himself indispensable to the machine and should be rewarded accordingly.

THE OVERBIDDING grain dealer who does not want a profit is a difficult proposition to handle directly. When it is thought that he would not listen to reason presented by competing dealers, the latter may be able to interest his relatives or business acquaintances or the local banker in making suggestions that a fair share of the grain is all that he ought to expect.

FINANCING of country shippers, either independent or co-operative, by terminal market firms doing a commission business, once a profitable scheme in the Northwest, was wrong in principle and seems to be dying a natural death. At least there is no extension of the practice, and a few leading concerns have quit. Even tho they bought in for their own account some country elevators owing them money for about 12 cents on the dollar they are reluctant to operate country elevators on their own account, being organized to do a commission business. Let local capital finance local elevators.

GAS ESCAPING from an engine in the Farmers Elevator at Blandinsville, Ill., exploded recently and blew two employes out of the engine room with burning clothes. Whenever anything goes wrong with the engine safety demands that the supply of gas first be shut off so that an investigation can be conducted as to the cause of the trouble without danger to the investigators.

ONE OF THE great advantages of building a country elevator on your own ground is that you are not at the mercy or the whim of every gang of surveyors that finds joy in changing the tracks of the railroad. Hastings, Nebr., dealers are much perturbed just at present because the railroads insist on having possession of right-of-way now under lease to elevator owners so that, the elevators must be removed whether the owners are agreeable to it or not.

SMUT DOES not seem to be quite so prevalent in this year's wheat as it was last year due probably to the extensive use of copper carbonate in treating grain intended for planting. One of Michigan's Agricultural seed experts has issued a warning to farmers that seed treated with copper carbonate is not fit for feed. Copper carbonate is poison and persons working with it should have their mouth and nostrils well protected. The North Dakota elevator man who bragged that he was saving the expense of a copper dust mixer simply by pouring the copper and the seed into the boot of his elevator leg evidently did not appreciate that he was handling poison and it would be next to impossible for him to clean his elevator machinery of the copper dust after he had discontinued his so-called mixing operation. In treating grain intended for seed with copper carbonate the seed must be thoroly mixed with the dust, so that every portion of each kernel of grain is completely covered. In no other way will a copper carbonate treatment of seed give the desired relief from smut.

BUYERS of feed under the old common law in force in most states have no recourse against a seller of feed who innocently delivers a ground product containing bits of metal resulting in the injury or death of the poultry or animals consuming the deleterious material. This immunity is fast being lost to the dealer and manufacturer by the enactment of statutes in various states making the seller liable for damages, as in New York State, where the court of last resort, as stated elsewhere, gave judgment against a feed manufacturer for the death of several thousand ducks eating bits of wire with feed, under the Farms and Markets Law, sec. 130 of which prohibits the sale of any concentrated commercial feedingstuff containing any substance injurious to the health of animals. In New York State, therefore, this law shifts the burden of labor and expense in examining feed from the consumer to the dealer or manufacturer. This added hazard borne by the feed distributor in that state warrants the distributor in confining his purchases to reputable manufacturers, or making an addition to the sale price if the concentrate is purchased from one interested only in getting rid of a by-product. Metal must be removed before sale to a consumer.

THE INDIANA wheat pool paid members a premium of 25 cents per bushel for soft red wheat over hard or mixed wheats. Wheat growers who declined to contract their lives away to the orderly marketeers now have the pleasure of realizing a premium of 33 cents a bushel paid on the Chicago market for soft red wheat. Thus members lost 8 cents in premiums besides the 22 cents handling expenses, or 30 cents. In the face of this both political parties have the audacity to promise an extension of such orderly marketing.

"ORDERLY MARKETING" of wheat thru the Central States Wheat Pool, headquarters at Indianapolis, cost the members 12.9c for physical handling and 3.1c for general operation, or a total of 16 cents per bushel. Omitting freight the luxury of "orderly marketing" cost members 22 cents per bushel. Small wonder that the boards of directors and the managers of co-operative elevator companies the country over, who of all producing interests are best posted on handling costs, are almost unanimously against the pools.

EXCESSIVE RAINFALL in sections of the grain surplus states has put many elevators out of commission this year, because of water seeping into elevator boots and wagon pits. One manager who writes us from Laura, Ill., this number has put a six-inch drain tile all around the elevator in hope of draining the water off to low ground and preventing future interference with the operation of the elevator. Many builders of new elevators have taken every precaution to make their wagon pits and boots water-proof so as to prevent elevator being put out of business when the earth becomes water soaked.

RECENT DECLINES in the price of wheat have given the political agitators and the pool promoters an opportunity to shed a lot of fresh alligator tears over what they are disposed to call the sacrifice of the wheat growers to the market speculators. Nebraska's chief promoter and pool organizer has been weeping and shouting at the top of his voice about the speculators dumping their holdings on the market and depressing the price in hope of winning the growers to the support of his pool. The farmers of Canada and of the surplus states of this country who have produced more wheat than ever know full well why the price declined.

FARM RELIEF could well be abandoned in favor of urban dwellers whose wages are not arbitrarily boosted by labor unions, if we are to believe the statistics released Aug. 28 by the U. S. Dept. of Agriculture. The Bureau of Agricultural Economics says "Beef cattle producers are once again in a strong position after all their hard times. Milk prices are at about the highest level since 1920 with feed prices easing off. Even the sheep industry is doing well." August sales of a leading mail order house increased 23% over a year ago. Domestic sales of farm equipment were 29% above a year ago. Why introduce artificial government control of marketing with all the evils of bureaucracy when natural influences are moving prices upward to the advantage of the producer?

POLITICIANS may not know their vegetables but they know their arithmetic, as witness the remarks of the head of the Division of Co-operative Marketing of the U. S. Department of Agriculture Aug. 15 before the Institute of Politics at Williamstown, Mass. He said "The agricultural co-operatives in the United States are engaged in a far-reaching program which is vital to the welfare of agriculture." What he did not say was that his arithmetic told him the 2,000,000 farmers who are members of the co-operative ass'ns have more votes than the middlemen handling farm products.

RECENT WINDSTORMS have torn loose so much iron siding from country elevators that the conviction is gaining ground that much of the iron was not properly put on in the first place, else the loading and the unloading of bins would not have resulted in pulling it loose. Some barn builders who never hesitate to place iron siding on an elevator seem to have little knowledge of the various stresses to which it will be subjected. Experience has proven conclusively that iron can be put on a cribbed elevator and it will remain there for years without coming loose, but such results can not be expected unless the man who applies the metal fully understands what he has to contend with and how it can be accomplished.

MICHIKOFF AND Purkoff varieties of winter wheat may be able to stand more punishment than other varieties at the hands of Jack Frost, but they will never command the average market price from winter wheat millers who are most emphatic in their denunciations of these two new varieties which the experiment stations are recommending. The winter wheat miller offers the best market for soft red winter wheat the farmer can find anywhere and at present is paying liberal premiums for choice soft red winter wheat so that he will be in a position to supply his customers with the flour wanted. If the wheat growers will not co-operate with the millers in helping them to supply the needs of the bakers, then they must expect heavy discounts on wheat of new and undesirable varieties.

A YOUNG MAN who had spent much and got little went to the City of Bagdad where resided Haykem, the Wise One, and said to him: "Tell me, Wise One, what shall I do to receive the most for that which I spend?" Haykem answered: "A thing that is bought or sold has no value unless it contains that which cannot be bought or sold. Look for the priceless ingredient." "But what is this priceless ingredient?" asked the young man. Spoke then the Wise One, "My son, the priceless ingredient of every product in the market place is the honor and integrity of him who makes it and markets it. Consider his name before you buy." The grain dealer of modern times who follows the injunction of the Wise One deals only with members of the Association or the organized exchanges or consults the secretary of his state ass'n, if he maintains a Hall of Shame as does the Michigan Ass'n of grain dealers.

TRAVELING grain solicitors are a grain shipper's contact with the outer world of grain, and should be courteously welcomed even though at the time no business can be promised. The game of solitaire or of checkers with some office loafers should be abandoned until the grain solicitor has concluded his visit. No grain buyer ever lost anything by this courtesy.

A SIGNIFICANT utterance recently by the president of the Central Selling Agency of the Canadian Pools is that: "The Central Selling Agency may have to take a strong stand on the market some time during the coming selling season." This may be a recognition of the suggestion made in this column Aug. 10 that the big Canadian pool was now confronted by what is both an opportunity and a test, of its power to advance prices by abandoning alleged "orderly marketing."

LANDLORD LIENS have always made trouble for country elevator operators who were not overly cautious in buying grain from tenants. The Farmers Grain Co., at Marne, Iowa, is now being sued for \$291.40 because it bought 500 bushels of corn from A. C. Anderson, which was covered by landlord's lien for rent. No one enjoys paying for grain a second time and it should not be necessary when the grain is bought in the open market by a regular established grain dealer, who has not been notified of lien by the landlord. However, the laws of some states seem designed primarily to make a rent collector out of the grain dealer so it becomes necessary for him to pay the amount of the landlord's lien even though he did pay tenant in full for grain at time of delivery. The elevator operator who keeps a plat of his district and a card index of the land owners and tenants should easily avoid unexpected liability on account of landlord's lien by making check for tenant's grain payable to landlord and tenant jointly then neither can get the money without the signature of the other.

STORING GRAIN for farmers on a declining market is sure to result in a world of dissatisfaction and disputes unless the elevator operator reduces his contracts to writing so that, all parties interested as well as disinterested parties may readily gain a clear understanding of exactly what each party thereto contemplated and agreed to do. Country elevator operators cannot afford to store grain free. They have their capital invested in grain elevator facilities primarily with the intention of handling their own grain and placing it in marketable condition with the hope of being able to sell it at a profit. If they turn their storage room over to the farmers they are fully entitled to one-half cent storage for each fifteen days and if they guarantee the quality and quantity of the grain they should charge at least one cent a bushel for each fifteen days. Grain will shrink because moisture evaporates and if it contains an excessive amount of moisture it will heat and spoil unless turned, blowed and cleaned. No elevator operator can afford to guarantee growers against any of the risks of ownership unless they are paid liberally for taking care of the grain.

COMBINED WHEAT has made so much trouble for spring wheat operators of country elevators that they have begun to install small driers to place their grain in condition to stand shipment as is evidenced by news report from Parshall, N. D., this number. If the farmers will persist in harvesting their wheat while wet they must expect to be docked for excessive moisture and discounted for misgrading.

ONE of the presidential candidates has come out definitely against any equalization tax for farm relief. His unequivocal declaration against the fee was made in Iowa, a state willing to give Lowden any office from governor to constable. To deserve the favorable consideration of sensible voters the other leading candidate should make a similar declaration against government entering the grain business.

FREIGHT RATE reductions would seem almost impossible without a corresponding reduction of the carriers' operating expense, especially in view of their loss of passenger traffic and short haul freight loads taken by autos and trucks on the highways. How serious this loss is will appear from a comparison of the passenger traffic at the present time with that enjoyed by the carriers 20 years ago. In 1928 the passenger traffic has been less than in any year since 1909. If the passenger business had shown the same growth in recent years as formerly the roads would have earned annually at present \$800,000,000 more. Since 1920 the roads have actually lost \$400,000,000 in passenger revenue. This must be made up somewhere. Unless train service and wages can be cut the alternative is government operation with the taxpayers meeting the steadily mounting annual deficits.

ADVOCATES of freight rates on flour not to exceed 5 cents per hundred over the rate on wheat are expected to appear before the Boston convention of grain dealers for an endorsement of this discrimination in favor of wheat as against flour. Such endorsement could have little effect since the grain shippers do not control freight rates. It is true the U. S. Shipping Board fixed the differential at 5 cents but that action controlled only its own ships. If private carriers and tramp steamers choose to carry grain cheaper than flour that is their privilege. The argument that we need the bran and millfeed that we lose when grain is exported ignores commercial principles. If the farmers who need the bran so badly will pay the price the millers of the United States will grab the wheat before it is exported. Ample supplies of millfeed are available from Canada. Shipments of millfeed from Canada to the United States were 118,000 tons in the year ending July, against 69,000 tons the preceding fiscal year. We have the authority of the *Southwestern Miller* for the statement that "The need today is for more livestock to consume feed, not a larger supply of feedstuffs." If the differential were raised to be really effective it would promote the export of wheat from other countries and we would lose our grain export trade without gaining flour exports.

Would Enact Law Against Short Selling.

The declarations of the Kansas Senator who threatens to introduce a bill to protect farmers and millers from the "poker players of the Chicago wheat pit who have gambled away more than \$75,000,000 of the Kansas farmers' wheat money" are not so harmful to the legitimate grain exchanges as his mouthings would be if the rank and file of the farmers took any stock in his misstatements.

Will Senator Capper please explain why short sellers did not close the price of July corn at 75 cents instead of \$1.15, if short sellers are in such control of the market as alleged by him? Also why do not the short sellers against whom he rages put down the price of soft red winter wheat from its premium of 30 cents over hard?

The truth is that the price of grain is controlled by market conditions and the supply and demand. The Southwestern states and Canada without the gracious permission of Senator Capper have produced one of the largest wheat crops ever grown in those states, and naturally the price is lowered.

If the legislators at Washington have the interests of the producers at heart they will do nothing to hamstring the grain exchanges that provide a competitive market of such intensity that the margin of profit is cut to a point where it is much less than that required to distribute any other commodity.

False Notices of Arrival.

The giving of notice by the carrier that a shipment has arrived at destination starts limitations of time of such advantage to the carrier that there is every inducement to despatch the arrival notice at the earliest possible moment.

So important is the arrival notice in limiting the liability of the carrier to that of a warehouseman only, some railroad companies have made it a practice to send out the arrival notice before the car has arrived. Arrival in some outlying suburban yard has been taken by the railroad companies as warranting the sending of notice of arrival at the actual terminal destination farther along the route.

Such too previous notices of arrival do not comply with the letter of the B/L, in the opinion of the Kansas City Court of Appeals, and approved by the Supreme Court of the United States, in a decision published elsewhere, giving a shipper judgment for the burning of two carloads of flour more than 48 hours after notice of arrival, but in less than 48 hours after actual arrival notice could have been given at final destination.

With respect to the change in the liability from that of a carrier to that of a warehouseman, and the accrual of demurrage, it would be well for receivers of freight to inform themselves as to the locus of the cars at the time the clerks in the railroad offices make out their notices of arrival on the assumption that the cars will arrive forthwith. With a knowledge of the practice the receiver and the shipper, in the event of the destruction of the property, are in position to enforce the liability of the carrier, its false notice of arrival not having given notify party sufficient time as allowed by B/L to order disposition of the property.

Strangling Profits with Oral Contracts.

C. M. Isom of Bellaire, Kan., tells of an experience clearly illustrating the importance of recording all conditions of agreements in writing when contracting grain with the farmers. One of the farmers of Mr. Isom's community was dickering in an attempt to get him to raise his bid on corn for future delivery. Unsuccessful, he finally decided verbally to accept the offer of 73 cents and informed Mr. Isom to that effect and went out of the office. In a few minutes he came back and announced:

"Say! If you'd raise that price to 74 cents I'd sign a written contract."

Mr. Isom decided right then and there that verbal contracts are not nearly as desirable as written agreements any way you look at them. Farmers as well as other folks are prone to be much more careful with their written than they are with their oral promises. Ample testimony may be found among a great many grain dealers in the corn raising districts of southeastern Nebraska and northeastern Kansas who bought corn on verbal contracts last year to their great disadvantage.

A bull market on corn materially raised the level of prices between the time when contracts were made and the delivery dates. Grain dealers protected themselves by selling against these contracts. At delivery time many learned to their sorrow that it is difficult to prove a verbal contract and that many farmers will dispose of their grain wherever the immediate returns are the greatest. If the market goes down they are willing to deliver, even to the point of buying their neighbors' grain. When the market goes up their crop is woefully short, so short in fact that the other nearby elevators get all of it. Honor and promises become worthless and the dealer with a trusting disposition sits holding the sack and bemoaning his unlucky lot, while trying to make good on the sales he made to protect the verbal contracts.

Railroad Company Liable for Negligent Piling of Grain Doors.

Joseph Schmidt, employed by the T. B. Hord Grain Co., at Humphrey, Neb., was fatally injured Oct. 22, 1923, by a pile of grain doors falling upon him. The railroad company had placed the doors in the elevator yard for the use of the grain company, and the administrator of Schmidt's estate brought suit against the Union Pacific, alleging that Louis Hostreitter, an employe of the railroad company, had piled the doors too high and negligently.

The T. B. Hord Grain Co. and its insurer, the Globe Indemnity Co. began the payment of workmen's compensation insurance to the widow at the rate of \$15 a week for 350 weeks. The court decided against the railroad company and Hostreitter, affirming the decision of the District Court of Platte County, on May 28, 1928.

The Supreme Court said:

Negligence on the part of Schmidt is not shown. He was found fatally injured under a tier of wooden grain car doors that had fallen upon him. They had not been piled in the usual or customary manner. The doors were longer than they were wide. Properly piled they should rest on each other crosswise, thus binding them together. In violation of custom and usage the pile that fell on Schmidt was in a single tier with the doors lengthwise. This tier, piled to an unusual height, obviously required little force to throw the center of mass without the base, endangering any one who attempted to remove a door. Actionable negligence resulting in the fatal injuries was a logical inference from these and other evidential facts.—219 N. W. Rep. 802.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Protein Testing by Grain Buyer?

Grain Dealers Journal: We would like to know if it is practical for the small elevator man to make protein test of his wheat as it is brought in by the farmers, without some knowledge of chemistry? What kind of apparatus is required and about what would it cost?—Stamford Mill & Elevator Co., Stamford, Tex.

Ans.: Altho a grain dealer having no training in chemistry could go thru the analysis he would not be sure his results were accurate, and without accuracy the test is of no value. It is not practical. Commercial laboratories are equipped to make tests, and give prompt service.

The apparatus would cost at least \$250. The method of making the test is outlined on page 30 of July 10 Journal.

To Cement Water Out of Pit?

Grain Dealers Journal: Is there any way to cement out water once a concrete pit begins to have a small leak? I seem to recall seeing an article in the columns of the journal to this effect, but cannot find it at present.—W. P. Devereux Co., by A. M. Markson, Edgar, Mont.

Ans.: Leaks that have little pressure behind them can be stopped by coating with waterproofing compounds. If the outside of wall is accessible hot pitch and asphalt can be applied. A new cement coating can be made watertight itself, but may peel away from the wall due to imperfect union of the old and new cement. If the leak is continuous the pressure may be taken off the new concrete coating by having a drainage tube thru the new cement coating, the tube to be plugged after the new cement has thoroughly set.

Waterproof concrete is made by mixing one cubic foot of cement to one and one-half cubic feet of sand to two cubic feet of gravel or crushed stone, with thoro puddling to prevent air spaces.

Interest on Claims.

Grain Dealers Journal: How many days have the railroads to pay claims before they are required to pay interest on the amount?—Horner Elevator & Mill Co., Lawrenceville, Ill.

Ans.: When a claim is for conversion interest is allowed from the date of the conversion.

On other claims interest begins to accrue from the date that the amount is made certain by judgment of a court or by agreement of the parties.

A shipper cannot start the running of interest against the railroad company by filing claim.

On overcharge claims the Interstate Commerce Commission in conference ruling No. 489 says: "Interest on an overcharge accrues from the date of its collection by the carrier, whether arising from an error in rate, weight or classification." Payment in 30 days held by the Commission to be cash.

The Supreme Court of Kansas in the suit by the Stevens-Scott Grain Co. against the Atchison, Topeka & Santa Fe held that "In an action against a carrier for damages on account of the injury to or destruction of property in transit, interest is not recoverable."

The Supreme Court of the United States in the suit by the C. & N. W. Ry. Co. against Nye-Schneider-Fowler Co., 43 Sup. Ct. Rep. 55, published in the Journal Dec. 25, 1922, page 860, said that the Nebraska law on interest on claims was valid. Sec. 6063 requires carriers to settle claims for loss of and damage to freight within 60 days, and that if not settled, the amount found due, if more than the amount tendered, shall bear interest at the rate of 7% from presentation.

The Supreme Court of Wyoming in Davis, agent, v. Graham, held that "Shipper is entitled to recover interest on damages caused by delay in shipment of stock and shrinkage."

Of course these decisions relate to suit at law, whereas the ordinary course of handling a claim is by compromise between the shipper and the claim agent of the railroad company, where the shipper does not get interest unless the claim department allows it. If the claim

department refuses to pay interest and the amount is large enough to warrant it shipper can collect interest by starting suit for the entire amount of claim and for interest, in which case some states allow the shipper the attorney's fee.

Books on Hedging?

Grain Dealers Journal: Where are there available any books on Hedging operations fully describing the process and also giving information on puts and calls and the working of a Board of Trade? Would like to have as complete information as possible.—A. Taedter, mgr. Ayr. Coop. Merc. Co., Ayr, Neb.

Ans.: The best work on hedging is one entitled "Hedging by Dealing in Grain Futures," of 140 pages, by G. Wright Hoffman, professor of insurance in the University of Pennsylvania, Philadelphia, price, \$2.

A good chapter on puts and calls is contained in Thomas Gibson's work entitled "The Cycles of Speculation," published by the Moody Corporation, New York.

The workings of the Board of Trade are explained in the book "Speculation and the Chicago Board of Trade," by Jas. E. Boyle, Ph. D., of Cornell University, and published by the MacMillan Co., New York.

Nebraska Lien Law.

Grain Dealers Journal: What is the Nebraska law governing liens and mortgages against grain as related to the grain dealer? Must the holders of such incumbrances give notice of them to the grain dealer? What constitutes such notice? If a dealer buys incumbered grain unwittingly is he held responsible to the holder of such incumbrance? Would appreciate this information very much.—A. Taedter, mgr. Ayr Coop. Merc. Co., Ayr, Nebr.

Ans.: The state of Nebraska has no landlord's lien law.

As to chattel mortgages on personal property such as grain the general rule in most states is that the mortgage is of no effect against third parties unless filed for record with the county recorder of deeds.

It is inconvenient to examine the records, and it is an economy of time to make an arrangement with some person at the county seat who makes it a business to furnish to customers a list of land transfers including mortgages. These mortgages could be filed by the grain dealer in a small card index alphabetically under the name of the man who gave the mortgage. If any particular mortgage has been released it could be ascertained by calling the recorder's office by phone.

Some county assns of grain buyers employ a lawyer to supply weekly reports of liens and deeds filed on farm land so each buyer can quickly ascertain if grain offered is free from incumbrance.

Liability for Undercharge?

Grain Dealers Journal: It is our recollection in some back number of the journal, that we saw an opinion in regards to delivery of freight where the rate did not apply and it developed later that the agent at destination did not collect the proper freight; and we think that it was decided in that case that the railroad would have to go back on the original shipper and not the intermediate party where full settlement had been made with the shipper. We don't see how a merchant would have any protection if they could go back on him that did not have the routing of the shipment.

We will appreciate any information regarding a case similar to this.—Eggleston Co., Little Rock, Ark.

Ans.: The Supreme Court of Tennessee, in Cleveland, C. C. & St. L. Ry. Co. v. Southern Coal & Coke Co., 248 S. W. 297, held that "The consignee of an interstate shipment of goods, who had made no contract with the carrier for the payment of the freight, and who assigned his interest in the goods before their delivery to him, and directed the delivery to the assignee which was made by the carrier, is not liable for the freight charges." The undercharge case was reported in the Grain Dealers Journal Apr. 25, 1923, page 546.

The Supreme Court of the United States in L. & N. R. Co. v. Central Iron & Coal Co., 44 Sup. Ct. Rep. 441, gives a full discussion of the liability of one who is not the owner nor the person on whose behalf the shipment is made, holding such a one not liable, his name not having appeared on the B/L. This case was published in the Journal July 10, 1924, page 37.

Gyping the Grain Buyer.

Mr. McCoy, who runs the McCoy Grain Co. at Cowles, Neb., has a pet peeve. It is the tendency of certain farmer patrons to be indefinite when delivering their grain regarding whether it is to be sold basis the market at the time, or basis the market as each load is delivered, or within 10 days. Being indefinite gives them opportunity to declare they acted for their greatest profit when they come in for settlement. If the market breaks during the course of deliveries they want the price effective at the time the first load was brought in. If it goes up they remember that they declared intention of delivering and selling within 10 days. Mr. McCoy recites a recent experience.

A farmer, who can be called John, brought in a load of wheat and after it was weighed and dumped, indicated his intention of delivering all of his grain as rapidly as it could be hauled.

"Well, John," said Mr. McCoy, "are you selling me this grain basis the present market, or do you want the rise or fall of the market on each load as it is brought in?"

John talked about the weather and the condition of the crops and about a spavined horse that a neighbor was trying to sell. He succeeded in getting away without declaring his intention regarding sale of the grain. Mr. McCoy could not feel that he had bought.

During the course of the next day the market went up 4 cents. John had paid no attention to it and coming in with a third load asked, "What is the market?"

"Down 4 cents," said Mr. McCoy. The farmer sat and meditated. Then he spoke.

"By golly!" he ejaculated, "I'm glad I sold you all this grain when I brought in the first load."

Mr. McCoy explained that he had deliberately lied about the market, and that it had actually gone up 4 cents, also that he was paying for the deliveries accordingly.

"But," he said, "it could just as well have gone down, and if it had it would be unfair for you to expect me to pay the first price when you had not actually sold me the grain. Now what do you want to do, sell or take the market as the grain is delivered?"

The farmer said he would take the market as the grain was delivered and he decided definitely before leaving the elevator office, which permitted Mr. McCoy to protect himself against a decline or advance.

Farmers Withdraw from Nebraska Pool.

Complaint having been made that solicitors for the Nebraska Wheat Growers Ass'n had misrepresented contracts led to a conference Aug. 27 in the office of County Attorney Crow at Hastings. Some of the farmers said they had been led to believe that the pool was financed by the government.

After several hours of debate J. W. Brinton, organization director of the Ass'n, told the farmers that should any of them desire they would be allowed to cancel their contracts.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 104618 was set out on siding at Nevada, Ia., on Aug. 2, loaded with yellow corn and leaking under car door.—Frazier & Son.

Pool Promises Encourage Overproduction.

The origin of the present weakness and decline probably can be traced back to the tactics of the Canadian and Australian pool managers who have, since their inception, worked persistently to keep up the price of wheat above what is now evident was its true economic level, with the consequence that producers have been tempted to raise larger crops than consumers needed.

The recent pressure to market the large remnant of Canada's holding probably has been due to the tardy recognition by the pool managers of the urgent necessity for making room for the coming flood of new wheat. There is already talk of an approaching unexampled congestion in the usual channels thru which supplies flow during the brief Canadian autumn.

Ever since the pools entered upon their career of controlling the price of wheat there has been at the end of each season a gradually accumulating volume of surplus wheat—this year it is six million quarters larger than it was a year ago, and a year ago it was larger than a year previously, and so on with but little variation, back to the time when the present pool policy originated. We are now entering upon a new season and can see in North America an accumulation of wheat about as large as that which we have been accustomed to see in mid-winter when elevators quite naturally are usually full up with winter reserves.

It is a problem now where adequate room will be found for the flood of wheat which will be sure to set in during the autumn months from the Canadian and U. S. prairies.

A protracted wet harvest time in Europe and Canada, coupled with a fortnight's hot winds, blight or locusts in Argentina two months hence, would alter the whole outlook; in the absence of such accidents Canadian farmers may be lucky if they get 80c to 90c on the farm for their fine wheat next autumn. —*Corn Trade News, Liverpool.*

First killing frosts in the Corn Belt states are, on the average, Oct. 5 in Iowa and Michigan, Sept. 28 in Wisconsin and Minnesota, Oct. 3 in Nebraska and Oct. 12 in Illinois and Kansas.

G. D. N. A. Conventions for 33 Years.

1896, Nov. 9, Chicago, Ill., Ass'n organized.
1897, June 29-30, Des Moines, Ia.
1898, Nov. 2-3, Chicago, Ill.
1899, Oct. 18-19, Chicago, Ill.
1900, Nov. 20-21, Indianapolis, Ind.
1901, Oct. 2-3, Des Moines, Ia.
1902, Oct. 1-3, Peoria, Ill.
1903, Oct. 6-8, Minneapolis, Minn.
1904, June 22-24, Milwaukee, Wis.
1905, June 2-3, Niagara Falls, N. Y.
1906, June 4-5, Chicago, Ill.
1907, Oct. 2-3, Cincinnati, O.
1908, Oct. 15-17, St. Louis, Mo.
1909, Oct. 6-8, Indianapolis, Ind.
1910, Oct. 10-12, Chicago, Ill.
1911, Oct. 9-11, Omaha, Neb.
1912, Oct. 1-3, Norfolk, Va.
1913, Oct. 14-16, New Orleans, La.
1914, Oct. 12-14, Kansas City, Mo.
1915, Oct. 11-13, Peoria, Ill.
1916, Sept. 25-28, Baltimore, Md.
1917, Sept. 24-26, Buffalo, N. Y.
1918, Sept. 23-25, Milwaukee, Wis.
1919, Oct. 13-15, St. Louis, Mo.
1920, Oct. 11-13, Minneapolis, Minn.
1921, Oct. 3-5, Chicago, Ill.
1922, Oct. 2-4, New Orleans, La.
1923, Oct. 1-3, Des Moines, Ia.
1924, Sept. 22-24, Cincinnati, O.
1925, Oct. 12-14, Kansas City, Mo.
1926, Oct. 18-20, Buffalo, N. Y.
1927, Oct. 10-12, Omaha, Neb.
1928, Sept. 24-26, Boston, Mass.

Special Cars—Reduced Fares to Boston Convention.

Reduced rates to the thirty-second annual convention of the Grain Dealers National Ass'n, slated for Boston, Mass., Sept. 24-26, have been granted by the carriers. The reduction has been placed at a fare-and-a-half round-trip with tickets, bought upon presentation of certificates mailed out to the membership from the secretary's office, good going from Sept. 20-25 and returning by Oct. 2. For \$3.66 additional from Chicago, or a fare-and-three-fifths from any point in North America, the returning date will be extended to 30 days.

Grain dealers from the Pacific Coast would save money, even considering the above concession, by using the summer tourist ticket round-trip limited to Oct. 31st.

For \$61.17 from Chicago, a side-trip from Buffalo to Niagara Falls and return, and stopovers any point en route, may be obtained.

The prize trip, the one it is expected that everyone coming from Buffalo west will take and enjoy, is the "Circle Tour" with 60 days returning limit, returning from Boston via Montreal, using either rail or water down the St. Lawrence, but preferably the water trip. If rail is used from Montreal to Toronto the fare is \$67.94. If the boat ride is enjoyed, the additional levy is only \$2.50.

The business sessions of this convention will all be held in the forenoon, to permit grain dealers to review the battlegrounds of their forefathers, to indulge in the quaint and historic sights that only Boston can offer. To reach Boston in time from the West, the last train arriving there at 7:25 P. M. Sunday, Sept. 23, must be taken.

This is the "Minute Man" on the Boston & Maine and the New York Central. As the grain dealers have selected the Boston & Maine rather than the Boston & Albany, it will be necessary to so specify in getting your ticket. Tickets should read New York Central to Troy and Boston & Maine to Boston.

This "Minute Man" leaves Chicago at 5:30 P. M., Sept. 22. Indiana dealers may join the crowd at South Bend at 7:25 P. M. or at Elkhart at 8:20 P. M. Michigan & Ohio dealers will be provided for at Toledo, O., from where the train pulls out at midnight. It is expected that "Special Cars" will be added here and there, particularly at Toledo and Buffalo.

The Chicago, Milwaukee, St. Paul & Pacific has prepared a series of schedules, which will enable all those attending the Boston meeting to "make" the "Minute Man," all trains arriving in Chicago in ample time on Saturday, Sept. 22.

If ample tickets are purchased in advance, the "Milwaukee" will run "special cars" from the Pacific Northwest and points west of Minneapolis, from Minneapolis for terminal market men of Minnesota and Canada, as well as for Milwaukee and other Wisconsin dealers. This train leaves Minneapolis at 8:50 P. M. on Sept. 21 and will arrive in Chicago at 9:00 A. M.

Omaha, Sioux City and Des Moines delegates will find "The Arrow," leaving at 6:20, 5:40 and 9:25 P. M., a splendid train.

From the Southwest, the "Southwest Limited" will leave Kansas City over the "Milwaukee" at 6:00 P. M., Friday, Sept. 21, arriving at Chicago at 8:00 A. M.

Date of Filling Contract.

A Pacific Coast question will be taken all the way to Boston, Mass., for settlement by A. H. Hankerson of San Francisco, Cal.

Mr. Hankerson proposes a rule of the Grain Dealers National Ass'n as follows:

"On shipments destined to the Pacific Coast states moving westerly in natural trade routes, but not backhauled, and which are diverted at Denver or points west thereof, the date of shipment from original billing point shall be considered the date of shipment."

This is different from the rule in vogue in Central Eastern territory, where date of last diversion is considered the date of shipment.

Progress of Nebraska Ass'n.

Directors and officers of the Nebraska Ass'n of Grain Elevator & Mill Operators met at the Lincoln Hotel in Lincoln, Neb., on Sept. 3 to discuss plans for further progress in perfecting the organization. Those present included Pres. T. B. King, Central City; 1st Vice-Pres. Rolland F. Ireland, Lincoln; 2nd Vice-Pres. E. L. Brown, Chester; Sec'y Cobe S. Venner, Havelock; Directors T. R. Magowan, Gordon; A. L. Burroughs, Rockford; B. W. Larson, Kimball; and Delegate E. Bossemeyer, Jr., Superior.

A discussion of annual dues agreed on \$11 until June 30, 1929, regular dues to be set at the first annual convention.

A com'te was appointed to prepare and mail a series of three letters to the Nebraska trade, regarding the new ass'n, its objects and plans, soliciting membership.

Discussion developed plans for holding a series of local meetings in the several divisions of the state for the purpose of discussing local problems and demonstrating the value of organization among grain dealers.

It is hoped to have the Ass'n well organized before the beginning of another crop movement with a full time sec'y devoting all of his efforts to aiding the Nebraska grain trade.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Sept. 24-26. Grain Dealers National Ass'n, Boston, Mass.

September 24-26. Terminal Grain Weighmaster's National Ass'n Eleventh Annual Convention, Statler Hotel, Boston, Mass.

September 24-26. Chief Inspectors Grain National Ass'n Twenty-Seventh Annual Convention, Statler Hotel, Boston, Mass.

Sept. 24. United States Feed Distributors Seventh Annual Convention, Hotel Statler, Boston, Mass.

Oct. 16-18. Southern Mixed Feed Manufacturer's Ass'n Third Annual Convention, Peabody Hotel, Memphis, Tenn.

Oct. 23.—Ohio Grain Dealers Ass'n Fall Meeting, Columbus, O., New Southern Hotel. Meeting to start with noon luncheon. Directors' meeting previous evening, same place.

Oct. —. Nebraska Grain Dealers Ass'n First Annual Convention.

Oct. 30-31, Nov. 1. Nebraska Farmers Grain Dealers Ass'n Silver Anniversary, Hotel Rome, Omaha, Neb.

1929, Kansas Grain Dealers Ass'n, Wichita, Kan.

Feb. —. Eastern Federation of Feed Merchants Semi-Annual Meeting.

All Aboard for Annual Convention, National Ass'n, Boston, Sept. 24-26

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Elevator Manager Blameless for Death of Boy.

Grain Dealers Journal: With regard to the unfortunate death of a boy who rode on the manlift in our elevator I would say there was no carelessness in any way on the part of the management.

The foot brake, the bolt and the board catch were all working.

This boy never played around the elevator. He had never ridden on the manlift, and the same is true of the boy that was with him.

The boy that was killed was the son of my helper. He has continually aided me in keeping children away from the plant, yet it was his own son that was killed.

Every one in the community knows that we never allowed children around the elevator, not even my own.—W. J. Foran, mgr. Farmers Elevator Co., Williams, Ia.

Questions Benefit of the Combined Harvester Thresher.

Grain Dealers Journal: Our successful grandfather farmers obtained their land and other possessions thru constant attention to their business and hard work; by the use of horses, without telephones or automobiles, including tractors; without electricity, and many of them became quite wealthy, and what was possibly more essential than anything else, they were happy and uncomplaining. But then on the other hand, who wants to go back to doing things in the "old-fashioned way?"

The writer has been known to make many mistakes before, and the chances are he is all wrong on this matter of harvesting grain with the so-called "combines" in this section of the country, and probably it is none of my business anyway how a farmer wants to handle his work, or in what condition he wishes to put his grain in his granary, or as to what condition his grain should be in as he draws it to market. None of these things, as I have said above, are really any of my business, except that I have been connected with the grain trade all of my life and naturally have a great interest in farming, because those things which benefit the farmer will be of benefit to the grain trade. Likewise, anything that hurts the farmer will, no doubt, react upon my business also.

I do not believe that "combines" are at all essential to the best interests of the farmer, when it comes to harvesting crops in this section, because as a general rule our atmosphere is more or less full of moisture at this season of the year (just as it has been recently), and regardless of the hot sun, grain does not properly cure out even in the shock, to say nothing of cutting it right off the straw and threshing it immediately.

What is the idea in threshing all of this grain immediately at harvest time, and either running it into country elevators at a discount under the normal value of dry first-class grain, or putting it into a farmer's granary to spoil? Why not go back to some of the old-fashioned ways and either stack the grain or put it into the barns in the straw? Keeping grain in the straw is nature's way of curing grain. What better way can man devise? By keeping grain in the straw it can be threshed from time to time during the year, and in that way put on to the market possibly in more of an orderly fashion and better condition.—H. W. DeVore & Co., Toledo, O.

The St. Paul Municipal Grain Terminal Elevator.

By M. W. HEWETT

As part of the program of development of transportation on the Upper Mississippi River, the City of St. Paul has recently completed a grain terminal elevator and warehouse. It is located on the River Levee adjacent to the Equity Cooperative Elevator and the plant of the St. Paul Milling Co.

The Terminal Elevator is 43 ft. by 44 ft. in plan and rises 147 ft. above low water elevation. It contains two legs each having a capacity of 6000 bus. per hour, two garner bins of 1533 bus. capacity, two hopper scales of 2000 bus. capacity, one 5000 bu. bin and six 2500 bu. bins. The plans provide for a marine leg of 2500 bus. per hour capacity. This has not been installed, but may very readily be constructed in the future if there is a demand for up river barge shipments of southern grain.

The Terminal Elevator has spout connections with the Equity Elevator to permit movement of grain either way. A 30 in. belt conveyor from the Equity Elevator to the downstream wall of the Terminal Elevator discharges into a dock spout. Thus it is possible for the Equity Elevator to discharge its grain directly into barges without passing thru the Terminal Elevator. A dock spout is provided for the Terminal Elevator.

The footings of elevator and warehouse rest upon concrete and creosoted wood piles. The elevator is of reinforced concrete construction. That portion above bin floor elevation was constructed with sliding forms.

On the land side of the elevator is a reinforced concrete track scale pit covered by a structural steel track shed. Its track hopper discharges into the boot of the receiving leg. A power shovel and car puller have been installed for expediting the unloading of grain from cars. The track scale and a spur track from the C. St. P. M. & O. Ry. will be constructed later. The track will serve both elevator and warehouse.

The city is also constructing a Barge Terminal located about two and one-half miles downstream from the Grain Terminal. Thus far this year the barges have come up river loaded with sisal from Porto Rico. This is used by the International Harvester Co. and the Minne-

sota State Prison in the manufacture of binder twine. The bales of sisal are unloaded at the Barge Terminal, then the barges are towed to the Grain Terminal for the down river grain shipment.

The first shipment of grain consisting of 39,000 bus. of rye was loaded April 7th on three barges; 40,000 bus. of winter wheat were shipped April 11th and another 40,000 bus. April 14th. It is expected that grain shipments will be made twice a week thruout the navigation season.

The warehouse is 129 ft. long by 43 ft. wide. It has conveyor connection with the St. Paul Milling Co. Sacks of flour from the mill may pass thru chutes directly to barges or to the warehouse floor. The warehouse floor and the working floor of the elevator are 4 ft. above rail elevation. Three 10x10 doors provide access from the track to the warehouse. Chutes are provided thru the floor of the warehouse to discharge sacks into barges.

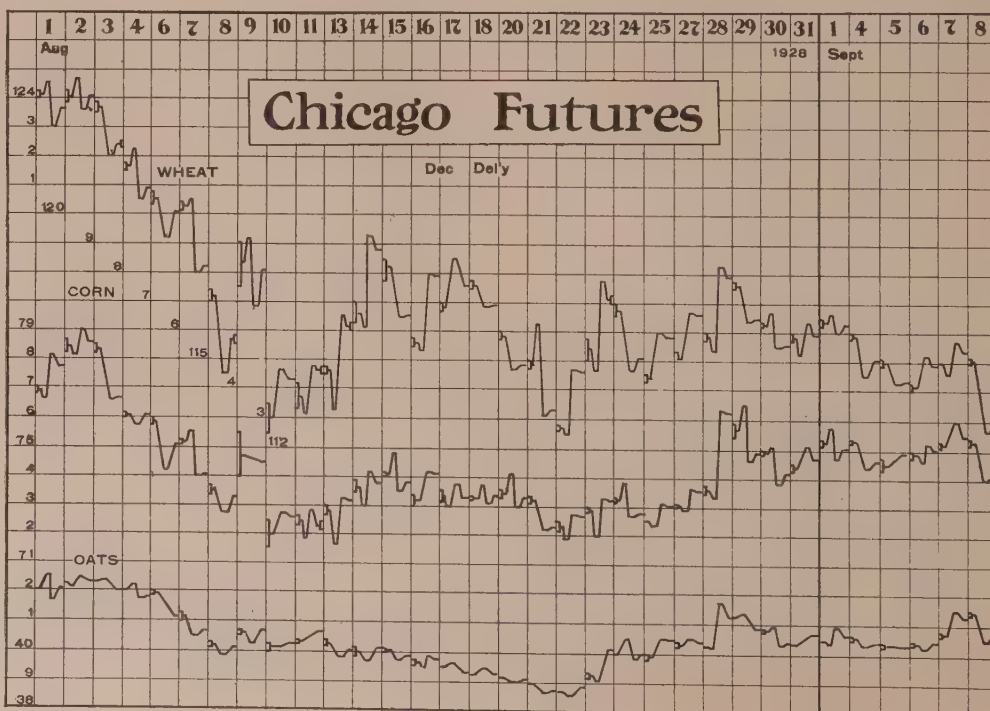
The warehouse has a concrete floor, structural steel columns and roof trusses, tile walls, and wood roof covered with three ply asbestos roofing felt.

The only wood used in construction of warehouse and elevator was the creosoted wood piles used in foundations, the wood sheathed warehouse roof and the timber fender on the river side of warehouse and elevator. The only grain bins are one of 5,000 bushels and six of 2,500 bu. capacity. The hopper scales were manufactured by Fairbanks Morse & Co.

The chutes provided in the warehouse are for the transfer of either bagged grain or flour to barges. Practically all of the elevator equipment is for the loading of bulk grain into barges. All grain thus far shipped by barge has been in bulk shipments, and it is not expected that there will be much grain sacked. However, the elevator has a Fairbanks-Morse Automatic Grain Sacking Scale and Sack Holder.

The Terminal was constructed by the Ganley Bros. Work was started in October, 1927, and completed in April, 1928. The construction was under the direction of John W. Kelsey, Chief Engineer for the Department of Public Works, St. Paul. Control of operation will be thru the Department of Public Utilities. It is expected it will be leased to the Inland Waterways Corporation for actual operation.

See illustration on outside front cover.



Federal Barge Line Handling Grain.

The St. Paul to St. Louis division of the Mississippi River barge line is now booked to its full capacity, having contracted for the movement of nearly 1,000,000 bus. of grain before the expected close of river navigation about Nov. 5.

The first grain to leave the new Burlington, Ia., terminal of the barge line was loaded within the past two weeks.

On Sept. 4 a new grain transfer to load boats of the barge line at Minneapolis was placed in operation, and the first tow originating at that point is now on its way down the river.

The St. Paul to St. Louis section of the federal barge line is known as the Upper Mississippi Division. It is operated by the Inland Waterways Corporation, which operates two other lines, one known as the Lower Mississippi Division, between St. Louis and New Orleans, and the third the Warrior River Division, connecting many points on the Warrior River in Alabama with Mobile and New Orleans.

The federal barge line began in September, 1918, on the Mississippi with such second-rate equipment as could be picked up. The five towboats and 25 barges earned \$242,157 in the first eight months and cost to operate \$612,649, causing a loss to the taxpayers of \$370,000.

Generous appropriations from the federal government have since been forthcoming to keep the service in operation. In 1920 \$4,000,000 was appropriated for terminals at St. Louis, East St. Louis, Cairo, Memphis, Vicksburg, New Orleans and Mobile. The Inland Waterways Corporation is financed by the Government, directed by the Sec'y of War and has an advisory board of civilians who serve without pay.

On the upper Mississippi the barge line now has in service 5 tow boats to push the barges and 60 barges of 500 tons capacity each. A tow is made up of 4 to 6 barges. Each barge is divided into 8 compartments, or holds, each barge having a capacity of 10,000 to 14,000 bus. of wheat.

When the boats arrive at St. Louis the contents are transferred to barges that are much larger, each holding 2,000 to 3,000 tons. The transfer is effected by dipping a marine leg into the hold, the grain going direct from one barge to the other, the elevator leg being mounted on the dock to overhang the barges lashed together. On the lower river are 50 2,000-ton barges, 19 3,000-ton barges, 10 towboats, and 3 large self-propelling packet boats. If the Inland Waterways Corporation had a sufficient number of the smaller 500-ton barges they would be permitted to go to New Orleans without transfer.

The government barge line does not, as do ships on the Great Lakes, assume responsibility to load out the full amount loaded into the boat. Nor does it assume responsibility for

export. In general the rates are 20 per cent under the rail rates.

The federal barge line enjoys a heavy business in general merchandise up the rivers and is greatly in need of down stream traffic to make the business profitable, and the only traffic available from the Twin Cities is grain for export. The interest shown by grain shippers is very gratifying to the management. Altho the barge line has as yet no joint rates with the railroads on grain it has joint rates with the railroads or merchandise in a wide territory extending from Buffalo, N. Y., to Dallas, Tex.

The sailing schedule from the Twin Cities calls for leaving Minneapolis 9 a. m. Wednesday, leaving St. Paul 1 p. m.; arriving Dubuque, 4 p. m. Friday, leaving Dubuque 8 p. m., and arriving at St. Louis Monday 7 p. m., 6 days in transit. From St. Louis to New Orleans the time is 6 to 8 days. Another tow leaves Minneapolis every Saturday at 1 p. m.

The boats operate on a 4 to 6 ft. draft of water. When the river is low a 500-ton barge can carry only 300 tons. This reduction in capacity and profits is usually due to low water in that part of the route between St. Louis and Cairo.

Check on Failed Bank.

The Ft. Dodge Flour & Feed Co. shipped a car of tankage to the Dow-Hale-Lerigo Co., at Moneta, Ia., and delivered sight draft and B/L for collection to the Iowa Savings Bank of Ft. Dodge. This bank forwarded the documents to the Hartley State Bank with instructions to remit by Chicago or New York exchange. Instead of doing so the Hartley Bank sent a cashier's check, which was refused and returned, the Hartley Bank having meantime stamped the check given by the Dow-Hale-Lerigo Co. "paid." This check was obtained by the Dow Company from the First National Bank of Davenport, and charged to the account of the Dow Company. The Hartley Bank went unto the hands of a receiver, with the Flour & Feed Co. unpaid.

Suit was brot against the receiver claiming that the Flour & Feed Co.'s claim was entitled to preference, but the decision of the O'Brien County district court against the Flour & Feed Co. was sustained by the Supreme Court of Iowa June 26, 1928, saying:

The check in question was not drawn on the Hartley State Bank. To entitle a claimant to preferential payment, the burden is upon such claimant to show that the trust fund was actually received by, and passed into the possession of, the trustee, in such a way that the assets of the insolvent estate were augmented in the hands of the receiver. If it is shown by the facts stated, or by presumption based thereon, that the proceeds of the check actually came into the possession of the Hartley State Bank, it must be deemed to have held it in trust for appellant, and, if it passed into the hands of the receiver in augmentation of the assets of the insolvent bank, preferential payment should have been awarded.

May we go so far, however, as to presume that the Hartley State Bank charged itself with the amount of the check, that it was forwarded to a correspondent bank and credit given therefor, or that it was forwarded directly to the First National Bank of Davenport and the proceeds remitted in due course and received by it? It seems to us that too much is left to presumption. No burden was placed upon the receiver to prove the dissipation of the trust fund until it was shown that it was actually received by the trustee. Augmentation of the assets in the hands of the receiver must be established in some way by the claimant. The presumption permitted in appellant's favor that it in some way received the benefit of the proceeds of the check is not alone sufficient.—219 N. W. Rep. 929.

Norway will restore the government monopoly for handling grain and flour either on April or July 1, 1929. The monopoly is to buy all Norwegian grown wheat, rye, barley and oats, and is to purchase abroad only such quantities as are needed to supplement the domestic crop in meeting the requirements of the populs. Obviously foreign grain will be purchased only after the domestic crop is gone.

TODAY!
With every rising of the sun
Think of your life as just
begun.

The Past has cancelled and
buried deep
All yesterdays. There let
them sleep.

Concern yourself with but
Today.
Grasp it, and teach it to obey

Your will and plan. Since
time began
Today has been the friend of
man.

You and Today—A soul sub-
lime
And the great heritage of
ime.
With God Himself to bind
the twain
Go forth, brave heart! At-
tain! Attain!

—From *Scratch*.

grain going out of condition. It does stand any loss due to the grain getting wet.

So far no domestic shipments of grain are handled, the rates quoted being for export, per 100 pounds regardless of the kind of grain.

The rates are from St. Paul 14.8c, from Burlington 14.5c, from St. Louis 11.5c and from Cairo 10c, all to New Orleans, for

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	Aug. 25.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 1.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.
WHEAT												
Chicago	110 3/4	111	112 1/4	110 3/4	110	110 3/4	111 3/4	110 3/4	109 1/4	110	110 1/4	108 1/4
Kansas City	103 3/4	104 1/2	105 3/4	104 3/4	103 3/4	103 3/4	104	103 1/4	102 3/4	103 3/4	104	102 1/4
St. Louis	109 3/4	109 3/4	111 1/4	110	109	109 3/4	110	109 1/4	108 3/4	109 1/4	109 1/4	108 3/4
Minneapolis	108 3/4	109 3/4	110 3/4	109 1/4	108 3/4	108 3/4	107 3/4	107 3/4	107 3/4	107 3/4	108 3/4	106 3/4
Duluth (durum)	104 1/4	104 3/4	103 1/4	102 1/4	100 3/4	100 3/4	101 1/4	100 3/4	99 1/4	99 3/4	100	98
Winnipeg (October)	111 1/4	112 1/4	112 3/4	112	111 1/4	111 3/4	112 3/4	110 3/4	110 3/4	111	111 3/4	109 3/4
Milwaukee	110 1/2	111	112 1/4	111 3/4	110 3/4	110 3/4	111 3/4	110 3/4	109 3/4	109 3/4	110 3/4	108 3/4
CORN												
Chicago	90 7/8	93 1/4	97 1/4	95 3/4	92 3/4	94 1/4	95 1/4	95 3/4	94 1/4	93 3/4	95 1/4	94 1/4
Kansas City	88 3/4	90 1/4	94 3/4	91 7/8	89 3/4	90 1/2	91 1/2	89	89 1/4	90 3/4	93 3/4	90 3/4
St. Louis	98	98 3/4	100 1/4	101 3/4	99 3/4	99	100	99	98	97 1/2	100	98 1/2
Milwaukee	91	93 3/4	97 1/4	95 3/4	92 3/4	94 3/4	95	92 3/4	93	94	95 3/4	94 3/4
OATS												
Chicago	37 3/4	38	39 1/4	38 3/4	38 1/2	38 1/2	38 3/4	38 1/2	38 3/4	38 3/4	40 1/4	39 3/4
Minneapolis	35 3/4	35 3/4	36 1/4	36 3/4	35 3/4	35 3/4	35 3/4	35 3/4	35 3/4	35 3/4	36 3/4	36 1/2
Winnipeg (October)	45 3/4	46 3/4	47 3/4	45 3/4	45 3/4	46 3/4	46 3/4	48 3/4	49 3/4	50 3/4	51	50
Milwaukee	37 3/4	38	39 1/4	38 3/4	38 3/4	38 3/4	38 3/4	38 3/4	38 3/4	38 3/4	40 3/4	39 1/2
RYE												
Chicago	96 1/4	96 1/4	97	95 1/4	94 3/4	94 3/4	94	94 1/4	94 1/4	93 3/4	95 1/4	91 3/4
Minneapolis	90 3/4	91 1/4	92 5/8	91 3/4	90 1/4	90	91	89 3/4	88 1/2	88 3/4	89 1/2	86 3/4
Duluth	91 3/4	92 3/4	94 3/4	91 3/4	92 3/4	92 3/4	93 3/4	92 3/4	91 1/4	91 1/4	92	89 3/4
Winnipeg (October)	93 3/4	94 3/4	95 3/4	94 3/4	93 3/4	94	94	92 3/4	91 1/4	92	92 3/4	90
BARLEY												
Minneapolis	60 1/4	60 3/4	62	62 1/4	61 3/4	62	62 1/4	61 1/2	60 1/4	60	59 3/4	58 3/4
Winnipeg (October)	65 3/4	66 3/4	67 3/4	66 3/4	65 3/4	66 3/4	66 3/4	64 3/4	64 3/4	64 3/4	65	63 3/4

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Nebraska City, Neb., Sept. 8.—Corn perfect.—F. S. DeLong, C. L. DeLong Co.

Naponee, Neb., Aug. 27.—Corn needs rain. Some is burning.—H. M. Heinicke, mgr., Equity Union Grain Co.

Linton, N. D., Aug. 24.—The crop here is small but the quality is good.—A. Politiski, Farmers Elevtr. Co.

Springfield, Ill., Sept. 5.—Late corn needs moisture. Corn is safe from frost generally.—Clarence J. Root, meteorologist.

Ford, Kan., Aug. 27.—The corn crop in this section looks fine. Quite a large acreage of row crops.—G. E. Stockstill Grain Co.

Arcadia, Neb., Sept. 6.—We will have to ship in a good amount of corn here this year as our corn dried up and was frosted.—Roy R. Clark.

Forest City, Ia., Sept. 8.—Shock threshing about done. Barley and oats were a good crop. Corn looks good.—W. C. Lingren, mgr., Farmers Elevator Co.

Hordville, Neb., Sept. 6.—Our corn won't produce more than half a normal crop, due to the hot, dry weather in August.—C. O. Rodin, mgr., Farmers Grain & Livestock Ass'n.

Ada, Kan., Aug. 28.—Corn looks good and early varieties are already made, tho dry weather will probably cut the yield some.—R. D. Hanna, agt., Kansas Flour Mills.

Iowa Falls, Ia., Sept. 5.—Threshing all done. Crops good. Oats damaged some by rain. Corn good, but badly blown down with wind.—C. C. Green, manager, Farmers Co-op. Elevator Co.

Spokane, Wash., Aug. 30.—The wheat this year is a good milling wheat and while the test weight is a little lower than last year, the kernels are much stronger.—W. R. Austin, mgr., Sperry Flour Co.

Government Crop Report.

Washington, D. C., Sept. 10.—The Crop Reporting Board of the United States Department of Agriculture makes the following forecasts and estimates for the United States, from reports and data furnished by crop correspondents, field statisticians and cooperating state boards (or departments) of agriculture and agricultural colleges:

Crop.	Acreage 1928 Thousand acres.	Condition			
		Sept. 1, 1927.	Aug. 1, 1928.	Sept. 1, 1928.	
Corn	102,380	69.7	83.3	78.4	%.
Durum wheat, 4 states	6,147	82.1	83.8	81.8	%.
Other spring wheat, U. S.	15,478	82.7	81.8	82.1	%.
Oats	41,974	70.3	84.8	84.4	%.
Barley	12,243	82.9	86.5	84.4	%.
Flaxseed	2,831	84.6	83.3	74.4	%.
Hay, all time	58,631	91.0	81.7	81.7	%.
Pasture		84.2	85.6	83.3	%.
Total production in millions.		yield per acre.			

Crop.	Harvested, 1927.	Indicated by condition, (e) Sept. 1, 1928.	Harvested, 5-yr. av., 1922-1926.	Indicated by condition, Sept. 1, 1928. (e).
Corn, bus.	2,774	2,931	27.3	28.6
Winter wheat...	553	579	15.0	16.0
Durum wheat, 4 states	76	85	12.9	13.8
Other spring wheat, U. S.	243	238	12.9	15.4
All wheat	873	901	14.3	15.6
Oats	1,184	1,454	31.7	34.6
Barley	264	346	25.2	28.3
Rye	58.8	143.3	13.6	112.2
Flaxseed	26.6	23.4	8.0	8.3
Hay, all time, tons	106.5	87.9	1.52	1.50
eIndicated yield and production increase or decrease with changing conditions during the season. fPreliminary estimate.				

Montezuma, O., Aug. 28.—Our wheat crop is poor; our corn crop not so good, but the oats crop is making 45 bushels to the acre. We have no alsike and but little red clover, as it has been too hot and dry.—The Montezuma Grain Co.

Barnard, Kan., Aug. 28.—We had 15 inches of rain in the month of July. Some of the wheat that was waiting for the combines is still in the field and some of it will never be cut.—B. H. McBride, agt., C. E. Robinson Elevtr. Co.

Winnipeg, Man., Sept. 7.—The United Grain Growers estimates an average of 25 bushels of wheat to the acre on 23,000,000 acres, a total yield of 575,000,000 bushels for Western Canada. This estimate is based on allowing a 4 bushel to the acre shrinkage in the Saskatchewan and Alberta crops due to frost damage.

Amarillo, Tex., Sept. 6.—We have in prospect the greatest crop of milo and kafir that Texas has ever raised. Also, the corn crop of the Panhandle is the best and biggest in history. There will be some new crop milo and kafir moving in the next 30 days, however, the heavy movement will start about Nov. 1.—H. I. Isbell, Isbell Grain Co.

Stonington, Ill., Sept. 6.—Oats crops here was the best in many years with upwards of 200,000 bus. having been delivered to the elevators here, and it has been estimated that half as many were binned on the farm. Wheat was a complete failure with only about two carloads marketed. Old corn nearly all cleaned up. Prospects are very good for a fine crop of good quality corn and farmers not disposed to sell at present prices.—Otto F. Young, mgr., Stonington Elevtr. Co.

Central City, Neb., Sept. 5.—Corn fields between here and Sidney, Neb., show a lot of damage. The outside edges of fields are apparently fired, with infrequent and chaffy cars. Some fields may give 10 to 25 bushels per acre, but many will produce less. Along Route 14 from Aurora to Central City many farmers have begun to cut what they can in an apparent effort to save it for fodder, several fields having a swath fully a rod wide cut from the edges. Conversation with Doyle Hart of Omaha at Grand Island this morning showed he thought the amount of damage overestimated, as few of the fields have apparently been fired, tho the yields will be light on account of small and none too frequent ears.—Iva Kolt.

Topeka, Kan., Aug. 28.—I have lately returned from a trip covering the counties in northwest Kansas and was greatly surprised at the apparent damage and loss from hail, wind and flood. The condition as I found it prompted me to send out a hundred letters to grain dealers in the western third of the state asking them their opinion as to the correctness of the August government report. Their replies show an estimate for the 15 western counties of the state of 25,143,000 bus. compared with 31,782,000 bus. estimated by the government. There is a difference of 6,639,000 bus. The acreage of these 15 counties shows a little less than one-sixth of the acreage shown in the revised government report of July 10. If the ratio of loss is the same in the 90 remaining counties it would amount to approximately 31,000,000 bus. indicating a yield of 148,000,000 for the state. In the north central part of the state very little of the wheat has been threshed at this time, as most of the wheat in this part was headed and very little of it will be threshed until fall seedling is completed.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

Corn Condition Drops Trifle.

Chicago, Ill., Sept. 4.—The condition of corn is 82.6% normal, forecasting a crop of 3,083,000,000 bus. Last month condition was 83.0%, compared to the official 83.3, making a difference in production of 61,000,000 bus., of which 51,000,000 was due to difference in par used. Estimates in leading states in million bushels follow: Ill., 278; Ind., 183; Ohio, 147; Ia., 199; Mo., 197; Kan., 196; Neb., 216; So. Dak., 123; Minn., 158; Tex., 110; Okla., 75. Illinois and Indiana each report that 78% of the crop will be safe from killing frost by Sept. 25 and 91% by Oct. 5. Kansas reports 84% will be safe by Sept. 25 and 95% by Oct. 5. The average date of killing frost in Illinois is Oct. 9-11.

Last year's corn crop was 2,774,000,000 bus. and the five-year average 2,776,000,000, making this year's crop and probable carryover 8.2% above the average crop and carryover. Average old corn carryover is 107,000,000 bus., or prob-

ably 75,000,000 or more larger than will be found this year.

Indicated spring wheat production is 314,000,000 bus. By states in million bushels: No. Dak., 138; So. Dak., 32; Minn., 22; Mont., 63; three Pacific northwest states, 33.

Indicated condition and production of oats is 84.8% and 1,442,000,000 bus. Barley production is 350,000,000 bus.

Western Canada Wheat—Manitoba, 53,000,000 bus.; Saskatchewan, 310,000,000 bus.; Alberta, 175,000,000 bus.—R. O. Cromwell, statistician, Lamson Bros. & Co.

Canadian Crop Report.

Winnipeg, Man., Sept. 1.—The Manitoba Free Press, in its sixth general crop report for 1928, gives the following information:

MANITOBA.

Conditions remain generally good over Manitoba. Wheat in this province is practically all cut and somewhat over 80 per cent of the oats and barley. Altona, Rosenfeld and Plum Coulee lead the way in threshing, as usual, with nearly half their wheat done, while about one-third of the 87 points reporting state threshing not yet started. The remainder show varying percentages from a start to 25 per cent.

Some 16 points report frost damage ranging from 2-10 degrees with varying estimates of loss, but the province as a whole has escaped the low temperatures remarkably. Hail losses are reported chiefly at Reston and Lyleton, but other damage is negligible.

SASKATCHEWAN.

Frost is the feature of the crop story in this province. Only nine points out of the 148 reporting escaped the frosts of the week of Aug. 23 to 30, which ranged from slight to 12 degrees. Crop correspondents state frankly they find it difficult or impossible to estimate the damage at this time, but it would appear it will affect the grade of grain more than the yield. Cutting of wheat ranges from 10-100% done, with such a wide variation over the province it is difficult to strike an average figure. On the whole, it would appear to be about 60%.

Barley cut runs about 50%, with oats slightly less. Thirty points report threshing under way, but the percentage done is still small. A start has been made at 21 other points. Hail damage since last report is scattered and will not amount to a great deal in the aggregate. Other damage is mostly sawfly, which is reported at 15 places.

ALBERTA.

Crops in this province are generally late, wheat cutting being only about 40% done yet, barley cutting about 30% and oats not more than 25%. Weather has been unfavorable for maturing the grain. Six places have threshed a small percentage, and five others have made a start, out of the 80 reporting.

Frost is not nearly so severe as in Saskatchewan, about half the province having escaped. Two to five degrees predominate. Hail damage is unusually large for this time of the year and totals many thousand acres, which is probably a record for the season. Other damage reported is negligible. Warm, dry weather is needed to take the crop off.

Rains Delay Threshing in Northwest.

Minneapolis, Minn., Sept. 5.—Rains thruout almost the entire Northwest during early part of past week delayed threshing and in some sections where there was previous moisture, grain in the shock is beginning to show damage. Last few days have been clear with promise of more settled weather, and it is expected that machines will soon be in operation again at all points. Harvest has also been interrupted, but as a whole, cutting of all grain, with the exception of late flax, will be finished within next ten days or two weeks. Temperatures higher, but still below normal, with light frosts reported at different points.

In extreme southern districts of South Dakota and Minnesota, threshing almost completed with grain showing up well in quality and yield. In central and northern portions operations delayed by excessive moisture. Grain losing color and in some localities reported sprouting in shock. Where threshing was attempted while grain was damp elevators having difficulty in handling because of high moisture content.

With good weather harvest of wheat, durum and coarse grains will be completed in North Dakota within next few days. Very little threshing done this week, and rains having a detrimental effect on quality of all grain. Wheat yields in some districts are large, but in general are not quite what was anticipated. While heads were well filled, the stand was a little thin as a result of dry weather early in the spring. Coarse grains showing average yields, and where threshed before rains, quality and color are good. Winter wheat in Montana is not up to expectations, but spring wheat promises generally big yields.

Frost seriously injured corn in northern half of North Dakota and northern Minnesota. Very little is expected to make anything but feed and silage. In southern territory prospects still excellent, and majority crop will mature before the middle of the month.

Some reports from northeastern North Dakota show considerable frost damage to late flax. Harvest of flax is general in all sections, and threshing returns from southern districts show early fields running as high as 12-14 bushels, but later seedings in many localities badly injured by rust, and yields greatly reduced. The crop as a whole is very dirty, and receipts show high dockage.—W. G. Hudson, The Van Dusen-Harrington Co.

Crops More Evenly Distributed This Year.

Chicago, Ill., Sept. 4.—Crop prospects in general have been maintained during the past month, which means that the season's crop production in the aggregate will be the largest on record.

Corn Prospects 3,088,000,000 Bus.—Corn prospects improved slightly during August, notwithstanding a material drop in Nebraska. The present forecast of 3,088,000,000 compares with last year's crop as estimated by the government of 2,774,000,000 bus. (regarded as an overestimate) and the average of the preceding five years of 2,776,000,000. The record production is 3,208,584,000 in 1920. A month ago our forecast was 3,082,000,000 and the government 3,030,000,000 bus.

The condition is 82.3% of normal, compared with the ten-year average of 76.6, and the yield per acre forecast 30.2 bus., compared with the average produced in the past ten years of 27.3 bus. The crop is more evenly distributed, geographically, than last year (when the crop was large in the West and small in the East), which suggests that the amount which will come to market centers may be less, notwithstanding the larger total production. The southeastern states is the only important section with less than average productions.

Winter Wheat Less Than Expected.—Our Sept. 1 returns, which included winter wheat, show the crop is yielding less than estimated a month ago, the average reduction being nearly half a bushel per acre, equal to nearly 15 million bushels. The reduction is mostly in Kansas, where the estimates average 1.2 bus. per acre less than a month ago.

Also the government figure of 579 million will be used generally in considerations of the

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, as compared with August, 1927, in bushels, were as follows:

	Receipts		Shipments	
	1928.	1927.	1928.	1927.
Baltimore	1,728,005	117,371	926,498	79,746
Chicago	5,419,000	3,221,000	2,025,000	195,000
Cincinnati	91,200	4,800	9,600	
Duluth	6,308,358	2,380,752	4,545,724	1,413,996
Fort William	329,132	389,799	636,212	1,459,425
Fort Worth	120,000	85,600	27,200	43,200
Houston			325,000	
Hutchinson	232,500			
Kansas City	1,208,000	244,800	894,400	158,400
Milwaukee	3,452,400	1,243,840	1,405,033	149,821
Minneapolis	5,377,190	3,185,810	3,793,840	2,756,230
New Orleans	345,600	3,200	80,000	
New York	1,783,900	1,272,700	1,208,000	1,088,000
Omaha	926,400	371,200	772,800	254,000
Philadelphia	250,453	1,235	155,030	
Portland	29,300	38,400		
St. Joseph	5,250	1,750	1,750	3,500
St. Louis	427,200	115,200	177,960	1,027,200
Seattle	46,400			
Superior	4,035,008	2,419,145	3,362,216	1,747,700
Wichita	20,400		20,400	

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, as compared with August, 1927, in bushels, were as follows:

	Receipts		Shipments	
	1928.	1927.	1928.	1927.
Baltimore	134,966	36,289	76,984	
Chicago	7,422,000	5,922,000	5,183,000	3,851,000
Cincinnati	280,000	342,000	271,600	194,600
Duluth	17,923	13,279		
Fort Worth	156,000	211,500	16,500	273,000
Hutchinson	31,250	13,750		
Indianapolis	1,440,000	1,315,000	1,365,000	810,000
Kansas City	2,527,500	1,806,500	2,262,000	1,874,000
Milwaukee	549,330	751,840	374,000	890,080
Minneapolis	436,940	228,856	198,685	128,598
New Orleans	145,937	690,530		
New York	312,900	674,000	171,000	
Omaha	2,248,400	1,681,400	2,433,200	2,212,000
Philadelphia	52,755	94,214	34,180	
Portland	130,625	160,500	503,000	
St. Joseph	928,500	1,104,000	658,500	705,000
St. Louis	8,534,000	1,730,400	2,221,800	1,237,000
Seattle	102,000			
Superior	18,429	14,850		
Wichita	100,800	63,600	43,200	2,400

wheat situation, the figure should be used with the reservation that it is probably an overestimate. In our opinion the crop is under rather than over 565 million bus.—Nat. C. Murray, Statistician, Clement, Curtis & Co.

Southwest Wheat Movement Heavy and Early.

Car lot receipts at interior markets for the one month of July have been reported as follows: Hutchinson, 11,561 cars; Wichita, 11,011 cars; Salina, 2,149 cars; Ft. Worth, 6,148 cars, and Enid, 5,413 cars.

It is authoritatively reported that the Rock Island Railway alone in Western Central States moved during the month of July 21,800 cars of grain, compared to 9,800 cars moved out of the same territory a year ago. This shows an increase in movement in one month by one railroad alone of nearly 18,000,000 bus. over last year, and it is supposed the Santa Fe and other lines will show proportionately about the same increase in movement.

Does this tremendous heavy movement mean

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, as compared with August, 1927, in bushels, were as follows:

	Receipts		Shipments	
	1928.	1927.	1928.	1927.
Baltimore	1,892,143	2,945,222	183,781	2,070,317
Chicago	11,065,000	17,002,000	4,293,000	10,065,000
Cincinnati	637,000	1,234,000	182,000	593,600
Duluth	5,603,650	5,251,876	5,954,607	3,728,339
Ft. William	3,538,358	2,390,292	24,447,687	12,510,163
Fort Worth	4,345,600	1,492,400	1,065,400	610,400
Houston			240,000	767,160
Hutchinson	5,633,530	1,541,700		
Indianapolis	1,164,000	1,570,000	370,500	541,500
Kansas City	17,029,870	18,102,370	10,534,810	7,348,770
Milwaukee	1,282,570	2,551,630	1,538,396	2,421,964
Minneapolis	12,683,600	12,939,340	5,951,720	5,517,430
New Orleans	1,120,067	2,911,247	396,671	1,308,399
New York	6,693,800	5,295,170	6,065,000	4,632,000
Omaha	16,072,000	10,716,800	7,722,400	9,312,800
Philadelphia	517,393	1,789,572	485,128	1,280,035
Portland	5,675,300	9,332,200	2,749,022	4,450,090
St. Joseph	2,142,000	1,715,000	796,800	739,800
St. Louis	10,507,000	6,897,800	7,139,000	3,601,238
Seattle	2,956,860		870,446	
Superior	5,267,434	3,572,244	4,197,754	2,924,031
Wichita	2,585,250	2,335,500	1,748,250	1,495,800

Oats Movement in August.

Receipts and shipments of oats at the various markets during August, as compared with August, 1927, in bushels, were as follows:

	Receipts		Shipments	
	1928.	1927.	1928.	1927.
Baltimore	400,884	83,659	130,000	50,872
Chicago	10,446,000	7,543,000	5,074,000	2,426,000
Cincinnati	1,042,000	474,000	426,000	224,000
Duluth	105,193	24,922		113,042
Fort Worth	226,000	218,000	54,000	108,000
Galveston	680,385	214,879	2,488,321	1,008,409
Hutchinson	1,500	3,000		
Indianapolis	4,408,000	1,666,000	2,786,000	1,032,000
Kansas City	476,000	626,000	278,000	246,000
Milwaukee	1,652,700	2,822,100	301,398	890,080
Minneapolis	2,955,620	5,826,940	417,970	835,730
New Orleans	156,000	78,000	60,776	90,787
New York	1,066,000	171,000	40,000	216,000
Omaha	652,000	984,000	412,000	458,000
Philadelphia	458,896	89,759	84,825	
Portland	140,600	235,000		1,844,000
St. Joseph	98,000	120,000	28,000	82,000
St. Louis	3,286,000	2,076,000	2,758,000	1,632,000
Seattle	90,000			
Superior	84,061	28,311	10,044	79,056
Wichita	30,000	13,500	9,000	

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, as compared with August, 1927, in bushels, were as follows:

	Receipts		Shipments	
	1928.	1927.	1928.	1927.
Baltimore	2,390	10,777		
Chicago	214,000	295,000	438,000	10,000
Cincinnati	40,677	28,000	42,000	9,600
Duluth	712,224	1,894,292	460,376	1,037,961
Ft. William	167,519	143,382	512,000	913,754
Fort Worth	3,000			
Indianapolis	24,000	48,000	22,600	37,000
Kansas City	28,500	90,000	56,000	46,500
Milwaukee	47,160	54,000	20,440	18,294
Minneapolis	989,440	1,050,760	526,540	554,160
New Orleans	3,000	16,000		
New York	515,000	6,000	646,000	2,000
Omaha	371,000	246,300	298,200	238,000
Philadelphia	999	14,765	668,572	
Portland	8,700	18,000		
St. Joseph		9,000		3,600
St. Louis	159,900	96,200	83,400	40,300
Seattle	20,000			
Superior	4,034,806	1,150,666	264,587	784,392
Wichita	1,200			

that all crop estimates have been greatly underestimated, or does it mean that farmers are disposing of their surplus direct from the field regardless of price?—C. F. Frouty, sec'y Grain Dealers Ass'n of Oklahoma, Oklahoma City, Okla.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Austin, Tex., Aug. 27.—New corn is coming in but the crop is short from last year.—Stern Grain Co.

Ford, Kan., Aug. 27.—About one-half of the wheat is yet in the farmers' bins.—G. E. Stockstill Grain Co.

Tribune, Kan., Sept. 4.—While harvesting has been going on for three weeks, it takes a week or so before it is finished.—John Meyers.

Montezuma, O., Aug. 28.—Oats are not moving to market very fast. There is no old corn back in the farmers' hands.—Montezuma Grain Co.

Tescott, Kan., Aug. 28.—About 35% of our wheat is still on the farms and taking its time about moving.—Chas. E. Pruett, mgr., Farmers Co-op. Ass'n.

Winnipeg, Man., Aug. 25.—The Ogilvie Flour Mills received 15 cars of wheat. All graded No. 1 dark hard, all excellent color, tested 61½ lbs. with 15% gluten.—A. R. Winter.

Van Buren, Ind., Aug. 29.—Grain is coming in slowly as the rains have delayed threshing. A good crop of oats is being threshed.—E. McVicker, mgr., Farmers Equity Exchange.

Fort William, Ont., Sept. 7.—The first carload of the new 1928 wheat crop is scheduled to arrive tomorrow. Five cars of the new barley crop were also received at Winnipeg today.

Waterville, Minn., Aug. 25.—Crops are good in this section but all who can will hold for better prices. Nevertheless, a goodly volume of new wheat is moving to market.—John Fahning, prop., Equity Elvtr. Co.

Calgary, Alta., Aug. 29.—We have received the first car of new wheat thru the Calgary Western Inspection Division and given the right weather conditions there should be quite a volume of wheat moving in Alberta in the course of a short time.—A. E. McArthur, Western Canada Flour Mills Co., Ltd.

Winnipeg, Man., Aug. 25.—General rains and local showers are prolonging harvest. Very few territories are running combines yet, although the general trend is running in that direction. Barley and rye are in the full heat of harvest. Hail districts are quite frequent. Canada thru-out was visited by a light frost, although no damage was done as the wheat is out of the way and beyond the frost damaging stage. Crops in general are wonderful and it looks like a bumper crop for the three provinces.—A. R. Winter.

Fort Worth, Tex., Sept. 5.—Our South Texas corn started moving a while back and then the cotton market hit them and they quit bringing in corn. The movement ought to increase within two weeks. The same is true on milo and kafir crop in South and Central Texas. In the Panhandle and Central West they have had many showers and rains which have caused late maturity of the maize and kafir, it now in many cases still being green in the Panhandle proper. Of course we anticipate it will be matured and harvested before frost, but the movement will be late. The Texas corn is moving for prompt shipment at around 20 cents per bushel over the export bids basis delivered Gulf for September and October shipment or shipments deferred still later. This market got to handle but very little wheat and oats out of the recent crop movements, the early wheat all going north to Wichita, Kansas City and Minneapolis, and the late stuff being marketed after the rains was all put in storage due to the extremely low prices. Today's stocks show 5,482,000 bushels in storage here, and there is quite a bit at Dallas, Amarillo, Lubbock, Wichita Falls and Enid. Peagreen No. 1 alfalfa hay is very scarce in this market and with an excellent demand for what few cars are offered.—Royce T. Dorsey, Dorsey Grain Co., Fort Worth, Tex.

Colorado Dealers Hold Outing at Sidney.

Colorado and western Nebraska grain dealers attending an outing held at the Sidney Country Club, Sidney, Neb., a year ago had such a good time that they declared the affair must be made a regular event. The idea had its birth in the guiding mind of one of the Sidney grain dealers and was put on under his management last year. It proved a huge success and voting at the regular business meeting last June directed the Colorado Grain Dealers' Ass'n to conduct the outing at the same point this year. The date was set for Sunday, Sept. 2, it being difficult for the dealers to get away from the regular work-day grind at this time of the year on any day except Sunday.

A number of dealers came in Saturday night preceding and the town of Sidney was thrown open to them. Tickets to shows and dances were readily available thru the courtesy of the Ass'n at the office of the Nebraska-Colorado Grain Co. Several representatives of terminal markets, most of them accomplished entertainers, took part in the activities and few found their rest before an early hour Sunday morning.

Dealers driving in Sunday forenoon swelled the attendance to nearly 200, including the ladies, wives and sweethearts gracing the occasion.

The forenoon was devoted to golf. The Sidney Country Club has an unusually sporty 18-hole course, over rough and broken land with plenty of gullies, creeks, miniature mountains and canyons to make it hazardous. Outcropping rocks are numerous, and since they grow warm in the sunshine they become favorite abodes of rattlesnakes that love to sun themselves. The rattlesnakes constitute an extra hazard and every tee is supplied with a first-aid kit, including razor blades, anti-toxins, antiseptics and bandages for the treatment of rattlesnake bites. The air was a little cool on this occasion so the rattlers were not so numerous. Tho the course was well scoured by anxious players searching for lost balls, only two of the reptiles met their Waterloo and were sent to rattlesnake heaven or wherever it is that such creatures go when struck with a mid-iron in the hands of a good golfer.

The course was kept filled during the forenoon. Weary players filing into the locker-room at the close of their rounds to change from plus-fours into business suits, were still enthusiastic enough to tell wild tales about their best shots. There were so many best shots that it can only be concluded that grain dealers are good golfers, or else—

Several exhibited their marksmanship in the rifle shooting contest, using high-powered rifles and puncturing targets at 500 yards. A long, bowl-like valley behind the club house made an excellent natural target range, where the sport could be practiced in safety.

The Sidney Country Club has a large club house. On the first floor is a kitchen and locker rooms; on the second floor three large maple-floored rooms for social events. Two of the latter were filled with eight long tables and when the dinner bell rang at 1:30 p. m. practically every chair was filled. An excellent dinner of roast beef, vegetables, salads, ice-cream and coffee was served, and topped off with good cigars. Music from the local orchestra, headed by Blaine Grabill, entertained during the dinner.

Announcement of the prize winners in the golf tournament showed John W. Redick of Omaha had made the low score in class A with a 76. Mr. Redick has held the golf championship for the state of Nebraska several times, but Joe Hall of Akron, Colo., and James Trimble of Omaha were not far behind him, and tied for second honors with an 82 each.

In the class B event Paul Reimers of Holyoke took first honors from Geo. Rawson of

the same town, by two strokes. Paul made a 92 and George was right behind him with 94.

In the rifle shooting contest Herman Treinan of Sidney made the highest score and was closely followed by K. Mathewson of Gordon.

Julie G. Smith from Fort Worth, the only representative present from the state of Texas, was called upon to speak and express his conviction that such social gatherings where grain dealers could come together and get better acquainted in a social way, were in measurable degree responsible for the good feeling in the Colorado and western Nebraska trade. This is commendable and Mr. Smith said he found delight in attending.

With the tables cleared away the main dining room was transposed into an entertainment hall and those in attendance were treated to an excellent program of musical and dancing numbers. Two girls from a Chautauqua circuit sang duets and solos. A troupe of Hawaiians played native stringed instruments, sang and made music for the hula-hula dancing girls in Hawaiian costume. A comic singer and a solo dance completed the imported part of the program. Then the floor was cleared and the remainder of the afternoon was devoted to dancing, with Blaine Grabill's orchestra furnishing the music.

Sidney Echoes.

While no registration of the guests was conducted, a few short of 200 dinners were served, which is evidence of how western grain dealers turn out for their ass'n affairs. A majority of the men brought their ladies along, making it an outing for their wives as well as themselves.

The bronze bell of Butler-Welsh Grain Co. was distributed among the guests and helped to emphasize the applause during the entertainment. Lucke-Gibbs Grain Co. passed out clever souvenirs regarding the coming election. These were twice folded cards with pictures of Hoover and Smith imposed one upon the other.

On the entertainment com'te were Leo Connell of Denver, chairman; "Bob" Lowe and Bill Jewett, Sidney, in charge of the banquet; Heinie Bauman, Sidney, in charge of sports, and Blaine Grabill, Sidney, in charge of the dance.

Heinie Bauman was resplendent in plus-fours and a bright slip-over, organizing golf four-somes and shooting squads. He seemed to be everywhere at about the same time thruout the morning. "Bob" Lowe and Bill Jewett saw that everyone was made happy during the banquet and directed the entertainment that followed.

G. E. Parrott was the only St. Louis representative present.

John W. Pribble, Charlie T. Irons and John Urling were representatives of the Kansas City market.

Omaha representatives were Heinie Borghoff, W. T. Burns, C. A. Cary, Ed. Cahill, John Egbert, J. C. Edwards, O. H. Gibbs, Doyle Hart, J. W. Holmquist, Dan Jewett, W. S. Pool, W. J. Powell, John W. Redick, W. D. Russell, Fred Swett, E. C. Twamley, Mel Uhl, Roy Welsh, Joe Wright, and Bill Watson.

W. H. Cramer, of W. H. Cramer Construction Co., brought his youngest son, David, along to get acquainted with the grain dealers.

Rex Houlton of Houlton-Connell Grain Co., and J. A. Jackson of Rocky Mountain Grain & Commission Co., and their wives, were Denver representatives.

Among the country shippers present were G. S. Bickel, Brownson, Neb.; Cecil Bartlett, Chappell, Neb.; John A. Clayton, Yoder, Wyo.; B. N. Dunlap, Bridgeport, Neb.; J. S. Evans, Sunol, Neb.; "Mack" Fulton and M. T. Fredrickson, Venango, Neb.; Walt Hossli, Paxton, Neb.; Glen Morris, Sterling, Colo.; Geo. Meyers, Big Springs, Neb.; H. C. Peterson, Chappell, Neb.; G. A. Rawson, Holyoke, Colo.; Paul Reimers, Holyoke, Colo.; Mr. Rasmussen, Hemingford, Neb.; Paul E. Smith and C. A. Tuetscher, Lodgepole, Neb.; W. B. Woodman, Sutherland, Neb.

A brand new and shiny golf club constituted the top prize for the golfers. John Redick took it back to Omaha with him, where it will be on exhibit to all enthusiasts of the game. It was never learned who lost the greatest number of balls nor who came in with the greatest number of strokes, but Doyle Hart claims to have lost an even dozen balls.

Colorado Dealers at Sidney, Neb.



Above: Geo. Rawson (at left) and Paul Reimers (at right), both of Holyoke, Colo., and both Winners of Class B Prizes in Golf Tournament. Pres. Geo. Maag of Wray, Colo., stands between them.

Freight Claim Losses.

By BILL BRAUDT.

It is not always convenient to file small freight claims when checking over account sales returns, and after a claim has been laid aside, and before he realizes it the shipper is placed in a hole by the B/L clause bearing on six months limitation.

The six months clause is the "notice to carriers" in the B/L. If the shipper overlooks filing in time he has to *prove* negligence, which is a great deal more difficult than alleging it. The six months clause is no bar to recovery if you can prove negligence, but this clause is in the B/L contract for a purpose and it is the best piece of defense the railroad possesses on small losses. No shipper is going to put up the necessary funds to conduct a lawsuit over a ten to twenty dollar loss, if the payment of that loss is refused by the railroad on a well-established B/L provision.

Negligence Hard to Prove.—There have been cases decided by the United States Supreme Court, three of them, where the highest court has handed down its opinion that failure to give notice between six months and two years' time after delivery or unloading of the property is not a bar to recovery, *providing* negligence is proven. But any shipper needs one experience only in compiling the evidence necessary to prove negligence to realize the difference in alleging and proving that the railroad has failed to properly complete its B/L contract.

Do It Now.—The purpose of all this is urgently to recommend that in those freight claim losses that you attend to yourself, either by filing direct or filing thru your commission house that handles your grain, that you observe this six months clause and get your losses on paper and in the hands of the railroad before this period expires.

In reason I must say that all railroads do not insist on this notice feature where there is a presumption of negligence. Most of the railroads take complete advantage of this six months clause on the so-called clear record shortage claims; those claims that are the most numerous because of the defects that never get reported, and the weight discrepancies that are never checked up promptly.

Good Weighing Facilities Make Meritorious Claims.—If a shipper *knows* that he weighed over a true scale, and that there was no diversion of the grain *after* weighing on its travel to the car, that shipper certainly has a meritorious claim for shortage regardless of whether the DESTINATION reports, only, show car or seal defects or fail to show them.

A weight discrepancy ought to be jumped on as soon as it shows up. Unfortunately all of our shippers haven't the confidence in their own scaling that they should have. A choke-up may occur, spouting may leak, both tempo-

rarily, and in such few cases as we have of these conditions we only need to mark the loading record with the fact that "weight uncertain" and hope that the return weight will not be too much under our own weight. But **KEEP A LOADING RECORD THAT YOU CAN TESTIFY TO** when necessary.

Claims Not Uniformly Handled by Roads.—I have claims for both shortage in weight and decline in market value due to unreasonably long time in transit in grain movement from country elevator to market, against some railroads who dispose of those claims on their individual merits if they are filed within two years of the date of unloading. To the contrary, I have claims against other railroads where the six months defense clause is invoked and adhered to on every single class of freight claims except physical damage—heating due to delayed movement.

Some railroads even decline to conduct an investigation of a claim that has not been submitted to them within the six months period referred to and this is a manifest injustice to the rights of the shipper.

Small Claims Make Large Total.—Nobody knows exactly how many dollars float down the river on these small losses because they are overlooked, put to one side and forgotten, or allowed to lapse after being filed and rejected by the carrier. Anyway, it is enough to warrant every country shipper who ships ten to ten hundred cars a year to have this claim question gone into by someone experienced in freight claim losses, even tho the shipper, with the help of his commission firm, files such claims as he thinks cover his entire losses.

If I could tell you from years of experience how many dollars go to the loss column of the balance sheet due to shortage in weight, and in decline in market value in cases of unreasonable time in transit, I am sure of one thing: that you would make and maintain a record of the number of pounds loaded into every car (possible exception of extremely light oats), and you would keep a definite record of the time of day that every B/L was accepted by the railroad.

These two things are of prime importance in your small freight claim loss account:

A record of amount of grain loaded that you can testify to.

A record of the hour of the day that B/L is signed.

The work of a freight claim auditor in checking over your shipping records against your account sale returns usually costs nothing but a percentage of what he is able to save you. And if he is an experienced freight claim auditor he should surprise you in what he is able to account to you for in the matter of freight claim losses, usually small, and that is probably why these losses don't get 100% attention; they are small, most of them.

You, as a shipper, probably check your large losses, a bad break in the market on a plainly apparent delayed car, or a heavy shortage with a plain open and shut record of defect from destination market. But what of your small losses, ten or more of them in a year?

I know of shippers who think that a ten-bushel shortage of corn is not enough to file a claim for. Ten of such claims in the course of a year would amount to several dollars on the balance sheet. And if the ten were bunched together and came to the attention of the manager or the owner of the elevator, they would get attention. Hardly anyone is going to remember thruout the year ten scattered instances of ten-bushel shortages. Consequently, this freight claim auditing work for all kinds of freight claim losses has its value. Settlements of freight claim losses vary according to the knowledge of the man that conducts the settlement negotiations. Again it is advisable to have someone in charge of freight claim losses that knows what you have coming to you, who knows when a reasonable compromise is better than a lawsuit and who from year to year takes the work of checking up these losses off your hands.

This is an angle of the shipper's business that is worth consideration.

Soy Beans and the Grain Dealer.

From "Soy Bean Production in Illinois," Bulletin 310 of the Illinois Agricultural Experiment Station, University of Illinois, we learn the following regarding soy beans:

Richest protein-producing grain.

Richest nitrogenous roughage.

Relished by most livestock.

Is satisfactory substitute for oats in cropping system and is a good emergency hay crop. Also, fits well into Illinois rotations.

Adapted to wide range of soil types.

Is soil builder, being a legume.

Ranks well as cash crop.

On the surface there seems nothing alarming in the above statements, however, with different industries contracting in advance for large crops of soy beans the business of local grain dealers at various stations is bound to be affected.

With the Agricultural Colleges promoting the cultivation of soya beans, and one glance at the distribution of production map in the pamphlet, the above items take on a new significance.

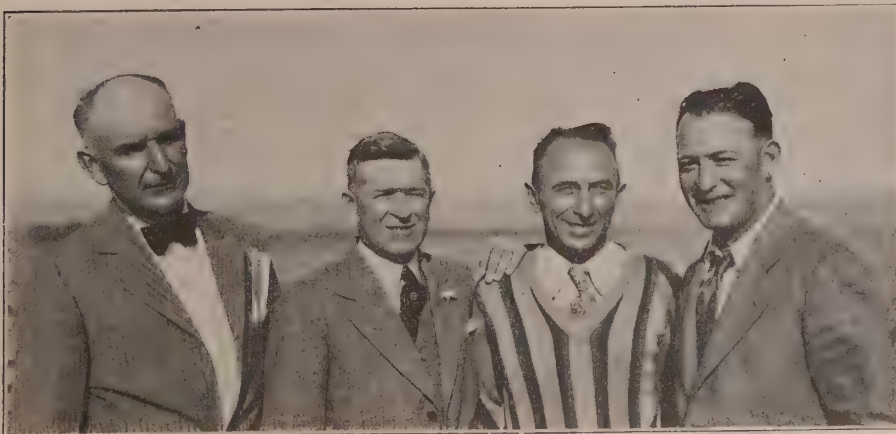
Fine Clay Particles Govern Fertilizer Needs of Soil.

One of the reasons why even the wisest experts in the fertilizer field advise farmers to make small scale experiments on their own farms, when this is possible, instead of launching into heavy purchases of untested fertilizers is explained by P. L. Giles, of the U. S. Depart. of Agri. He says:

The soil does more to fertilizer than was dreamed of in the old fertilizer philosophy. Soil is not to be regarded as a receptacle which merely holds fertilizer until it is needed by the crop. It seems that the soil as well as the plant has an "appetite" or affinity for fertilizers. As soon as the fertilizers are applied the soil starts changing the materials that have been prepared carefully by the fertilizer manufacturer, and what the crop gets is largely affected by the activities within the soil.

Exact knowledge of the reactions between soils and fertilizer materials will help improve fertilizer practice. At the present time more is known of the net results than of the reactions themselves. It seems probable, judging by many experiments, that the very fine clay material of the soil, usually called "colloid," is responsible for most of the changes that take place in fertilizers. The larger soil particles are comparatively inert. The colloidal material shows little affinity for chloride, sulphate and nitrate; hence these fertilizer constituents are subject to considerable losses in regions where the rainfall is heavy. On the other hand, reactions take place between the colloids and other (basic) fertilizer constituents, such as sodium, potassium and ammonium. If the colloid takes up some of the potassium of a fertilizer, it releases to the soil water an equivalent quantity of one of its own constituents, usually calcium or magnesium.

Sidney's Entertainment Com'ite.



Left to Right: Bob Love, Bill Jewett, Heinie Bauman and Blaine Grabill.

The Eradication of Common Barberry.

By JOHN L. RICHARDSON.

Despite the fact that more than sixteen million common barberry bushes have been destroyed during the ten years that the United States Department of Agriculture and cooperating agencies have been fighting this shrub which spreads stem rust to small grains, thousands of these bushes are being found and destroyed again this year.

Many people have gained the impression that all the barberry bushes have been destroyed. This is not the case. They are being found in large numbers every day in the principal grain growing states. Complete eradication is extremely difficult and many years will be required before the barberry will be eliminated in the north central states.

When the survey started in Minnesota this spring, field agents were sent to Nicollet county to conduct a survey in two or three townships which were not completed last year. Within a few weeks they found nearly 250 common barberry bushes.

At four different places in this county they found the devastating stem rust spreading directly from the barberries to nearby grain fields. In one particular case they traced the rust from barberries to wheat fields six miles away. Eighteen barberry bushes were found in this planting and stem rust was much worse in this locality than in any other part of the county.

Within a month after field men began to search for barberries in South Dakota this spring, more than seven hundred were found on twenty-four different farms. This makes a grand total of more than 132,000 barberries found and destroyed in that state since the beginning of the work in 1918.

In Weld county, Colorado, nearly two hundred bushes have been found by the three federal agents working there since June 1. A large escaped area of fifty-eight bushes was found on the farm of A. C. Croft, south of Gilcrest. These bushes were located in a large grove some distance from any farm building or dwelling. This was a good example of how the dreaded bushes have escaped cultivation and are now growing in orchards, around lakes, irrigation ditches, tree rows and fences.

Previous to this year, more than four million bushes had been destroyed in the state of Wisconsin, yet within ten days after scouts started work this spring, in Dane county, not far from Madison, they found 2,654 barberries. It required 9,500 pounds of crushed rock salt to kill these bushes.

Late in July stem rust infection had been found at more than fifty places in Wisconsin. In each case infected barberry bushes were found nearby. This clearly indicates that early stem rust infection in Wisconsin starts from the common barberry.

One hundred and eighty-eight escaped barberries were found in Allen county, Indiana, this spring. They were found mainly in two localities, where they had spread from bushes originally set out as ornaments around houses.

Field agents found more than 1,100 barberry bushes in Wabash county, Indiana, this year. Three cases were found in this county where barberries were growing wild. Between three and four hundred had spread from the Ovid Hummer farm and eight hundred had spread from the Sam Long farm, near Somerset. In the vicinity of Crown Point and Lowell, Indiana, approximately two hundred barberries were destroyed recently.

Two car loads of crushed rock salt have been used in killing barberry bushes found in Michigan since July 1. Hundreds of these destructive bushes are being found in Illinois, Iowa, Nebraska, and in all other states where the campaign is in progress.

Many barberries have been found this spring growing on farms where fruiting bushes had been destroyed in former years. New bushes and seedlings continue to appear for some time after the old bushes are destroyed. Seeds which are scattered by birds, water and other agencies, may lie dormant in the ground as long as eight years before starting to grow and, consequently, a careful watch must be kept for a long time. This is one of the difficulties of barberry eradication, and explains why the work cannot be completed for many years.

Is barberry eradication reducing stem rust losses after a trial period of ten years? The Rust Prevention Ass'n, with headquarters in Minneapolis, an organization of business men and millers, is deeply interested in all means of reducing rust losses. Here is what Donald G. Fletcher, director of this organization, says concerning barberry eradication:

During the past twelve years conservative estimates place the average yearly loss to all grains due to black stem rust at \$54,000,000. The estimated loss of wheat alone in the six years, 1915 to 1920, inclusive, was about fifty million bushels per year. This was before and during the early years of barberry eradication. During the six years from 1921 to 1926, when more and more barberries were being destroyed, the average loss dropped to about sixteen million bushels per year. Some may say this is only a coincidence, but it looks as if the methods of reducing the losses caused by stem rust in the thirteen north central states of the barberry eradication area have been quite effective.

Those in charge of the barberry eradication campaign do not feel that we will have to learn to live with the barberry, as we are told we are going to have to do with the corn borer, but that complete eradication of the harmful barberry in the grain growing states is possible. This will require many years of continuous effort, however, because the escaped bushes are bearing seeds which will give rise to seedling bushes for many years to come. This makes

it necessary in many areas to cover every foot of natural and planted timber, to search the banks of creeks and rivers, and to inspect every planting of shrubbery if all barberries are to be found. This is a tremendous task and not much territory can be covered thoroughly in one year.

Eradication experts say it will take a long time to find and exterminate all of the common barberry bushes now existing. But Uncle Sam and his workers are determined to win the battle against this plant pest—black stem rust—by banishing the barberry.

Barge Line "Profit" Ignores Overhead Cost.

The operations of the Mississippi-Warrior Barge Line have been made to appear profitable "only by ignoring overhead costs, such as cost of capital, taxes and insurance, that would have to be taken into account by private owners," according to Henry A. Palmer, Editor of *The Traffic World*.

"And yet we have in the Mississippi-Warrior Barge Line, owned and operated by the Government, in competition with the railroads, a distinct departure from the policy staunchly supported by practically a unanimous public opinion, viz., that of private operation of transportation agencies as opposed to that of Government ownership, so distinct and exceptional as to be anomalous. The service was started in the war period, when so many other exceptional things were done, to help 'win the war.'

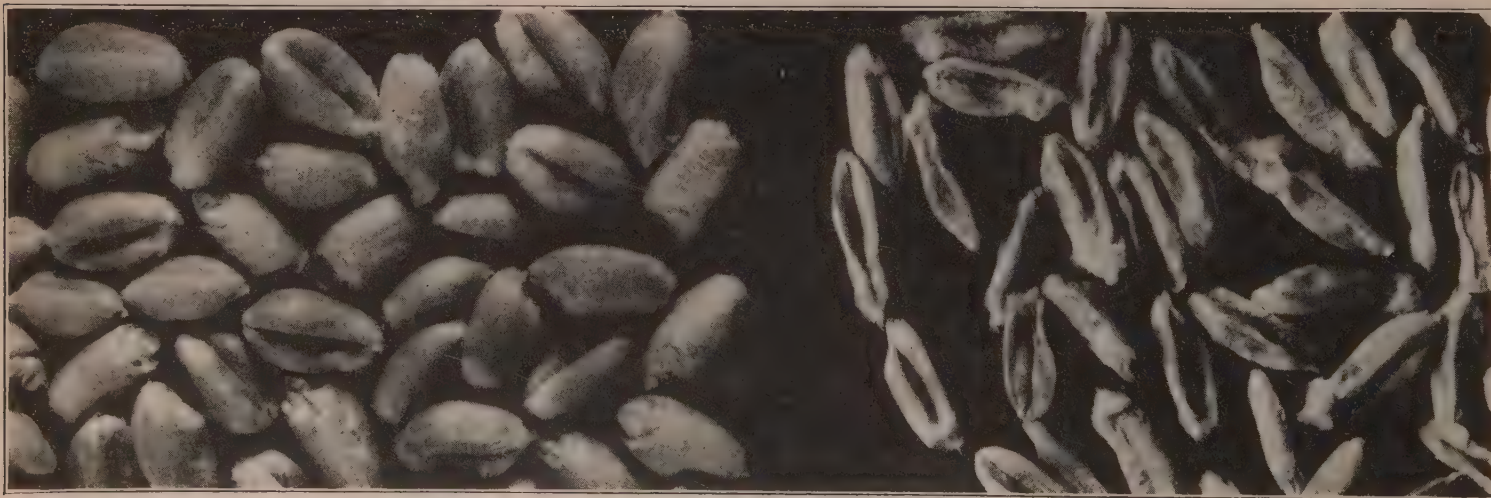
"Those who oppose the enterprise do so on the ground that Government ought not to engage in business in competition with private individuals and that, even regarding it as an experiment, the statements as to profits have not been fairly made, because no account has been taken of overhead expense, except a mere 3 per cent for depreciation.

"According to the annual report of Major-General T. Q. Ashburn for 1926, the 'net operating results' of the Mississippi-Warrior service, 1920-1926, inclusive, were as follows: 1920, \$1,167,302.92 loss; 1921, \$776,156.95 loss; 1922, \$996,399.53 loss; 1923, \$955,359.91 loss; 1924, \$532,610.42 loss; 1925, \$34,519.39 loss; 1926, \$219,511.96 profit.

"These 'loss' and 'profit' figures, as pointed out above, do not take into consideration charges that would have to be met by private operators.

"The 'profit' for 1926 would be more than wiped out if ordinary interest and tax charges were considered."

A direct radio circuit has been opened between San Francisco and Tokyo, eliminating the relay thru Hawaii. It is now in commercial service.



Plump Kernels of Spring Wheat from Rustfree Plants.

At Right: Shriveled Kernels from Plants Attacked by Stem Rust.

Additional Wheat Storage for Atchison Mill.

Overshadowing its up-to-date flour mill the two wheat elevators of the Blair Milling Co., at Atchison, Kan., pictorially reflect the importance of storage for raw material.

Already equipped with one large wheat storage elevator it was so highly desirable to have additional bin room that Horner & Wyatt, who erected the existing plant, were employed to design and supervise the construction of an elevator 180,000 bus. capacity, shown at the right in the photograph reproduced herewith and in the ground plan.

The new elevator is equipped with three elevator legs. The largest leg, having a capacity of 3,000 bus. per hour, is used for transferring grain between the elevators and for making a preliminary mill mix. A second elevator leg with a capacity of 2,000 bus. per hour is used for receiving wagon wheat and for re-elevating to the cleaner. The third elevator leg, together with two of the rectangular bins, constitutes a tempering department for the company's "A" mill adjacent to the new elevator on the west. The capacity of the tempering leg is 500 bus. per hour.

The new elevator is arranged to receive wagon wheat, and receives carload wheat from the company's "B" elevator by spouting from the top of elevator "B."

Any preliminary mill mix or final mill mix is made possible by having all of the tanks tributary to the 14-in. screw conveyor in the tunnel, from which the wheat is re-elevated by No. 1 leg. All of the tanks are likewise tributary to the 6-in. mill wheat conveyor. All

of the spouting in the tunnels has been arranged so that proportional feeders can easily be installed. With this new elevator the Blair Milling Co. is in position to make an extremely accurate blend of wheat for milling purposes. The company operates two milling units with a total capacity of 1,800 barrels of flour per day. The Blair interests own and operate the Blair Elevator Corp. at Atchison. The combined storage capacity of the two plants is approximately 700,000 bus.

The new elevator was constructed by Chalmers & Borton.

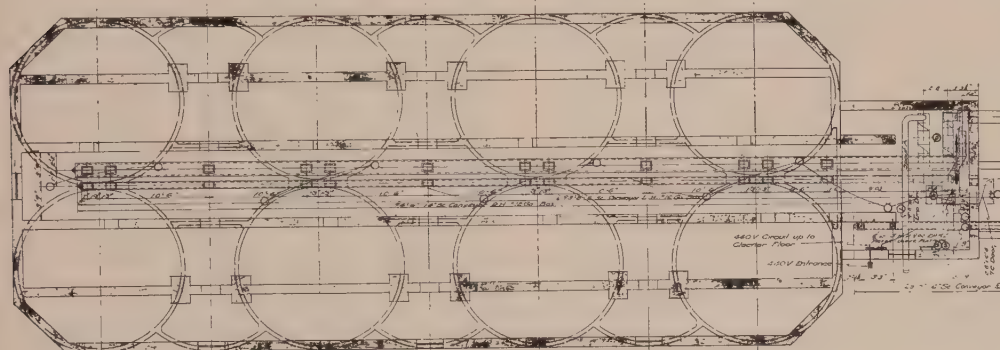
Initial Pool Payment Reduced.

The Central Board of the Canadian Wheat Pool in an official statement issued Aug. 27 by E. B. Ramsay, Secy and Mgr, announces that the initial payment for the 1928-29 crop will be 85 cents a bushel, basis No. 1 Northern at Fort William.

"The initial payment made by the Alberta pool when it began operations in 1923 was 75 cents per bushel. The initial payment for the four subsequent years was \$1.00 a bushel. The initial payment has always been based upon market conditions at the opening of the crop year and bears no relation to the price per bushel ultimately received by the pool members.

"We are starting the new crop year practically sold out. The rumors which have been circulated during the past summer in respect to the large stocks of wheat held by the pool are, therefore, entirely refuted.

"The recent pool interim payment which brought the price already paid to our members for the last year's crop up to \$1.40 per bushel, basis No. 1 northern at Fort William, should have made any reference to such absurd rumors unnecessary."



Plan of Blair Milling Co.'s New 180,000-bu. Elevator at Hutchinson, Kan.



Blair Milling Co., Atchison, Kan., Adds 180,000 bus. Elevator.

New York Hay & Grain Dealers' Ass'n at Syracuse.

The New York State Hay and Grain Dealers Ass'n held its twenty-third annual convention at Syracuse, N. Y., on Aug. 23-24. This gathering was adjudged the best on record. Attendance was very gratifying.

PRESIDENT HOWARD L. CROSS, of Fayetteville, N. Y., called the first business session to order in the Onondaga Hotel, and following invocation, gave a summary of the organization's activities during the past twelve months.

"While New York is the greatest hay raising state in the country, only about one-third of this year's crop will be of first quality. Half the remainder will be weather-damaged and the balance late-cut." He also warned of the hazards of over-production, in face of the constantly shrinking number of horses and mules.

New York can no longer ship to the South as a result of the decision embodied in Docket No. 3048. Michigan, Ohio and Missouri and other hay raising states are seeking their former outlets. The solution lies in production of only first grade alfalfa and clover hay.

"THE TREND OF BUSINESS AND THE FARMER" was next on the program, being presented by Richard F. Harrison of Syracuse. After a comprehensive analysis of the present sound condition of business generally, Mr. Harrison produced facts and figures to prove that the farmers as a whole were prosperous.

A comparison of the average earnings of the farmers and industrial workers revealed the fact that the farmers do not earn quite as much on the invested capital, but pointed to the fact that their incomes could be increased by the production of first quality hay.

"ADJUSTING OURSELVES TO THE NEW ERA IN BUSINESS" was the title of an interesting address delivered by Harry Spillman of New York City.

"Every man in business should make money. It is just as immoral to work for too little as to charge too much. Get a fair profit on every sale. I always figure that when I get something for nothing some other man must be getting nothing for something to make up the loss.

"Ninety-five per cent of the good things in America are done by 5 per cent of the people. The other 95 per cent of us look on in acquiescence. We must rise above the average and change our business to meet changing conditions.

"Drug stores are now department stores and banks have many branches of service. The hay and grain men will have to add lines to offset losses that may come from the reductions in their present markets."

"GROWING ALFALFA AND CLOVER" was ably treated by H. B. Hartwig, of Cornell University, in which he indicated how the college, co-operating with the farm bureau, assisted farmers in producing better grades of hay.

"New York is not ideal for alfalfa raising, because of the wet weather common at the harvest period and the rigor of New York winters. Clover, however, is the hardier crop that should be commonly grown."

W. A. STANNARD, Sec'y of the Eastern Federation of Feed Merchants, presented a report on the grain and feed problems. His thorough knowledge, because of his close connection with the dairy farmers and the feed dealers, made his address of particular importance. Mr. Stannard outlined the work of the Federation in building up confidence on the part of the farmer in the feed and grain dealer and explained the radio program now being successfully carried out by the organization.

THE SECOND AFTERNOON was devoted to a round-table discussion of "shop" problems.

A BANQUET was held in the evening, at which time Harry Spillman and Hon. Sherman J. Lowell, Washington, D. C., spoke.

Notice of Arrival at Outlying Point Is Not Notice of Arrival.

The Supreme Court of the United States on Apr. 16 denied the Missouri Pacific Railroad Co. an appeal from the decision of the Kansas City Court of Appeals giving the Hoyland Flour Co., of Kansas City, Mo., judgment for the loss of two cars of flour on the docks at Weehawken, N. J.

The railroad company tried to take advantage of the clause in the B/L under which its liability ceased 48 hours after notice of arrival. The notice of arrival, however, was given when the cars passed thru Croxton, three to five miles inland from Weehawken, and the evidence was that it might require one hour or several days for the cars to move from Croxton to Weehawken.

The "arrival notice" of the first car read:

"[Stamped] Arrival, Oct. 26, 1921, Croxton, N. J."

The "arrival notice" as to the second car was stamped "arrived, Oct. 28, 1921, Croxton, N. J." On the back of each of the notices, under the heading of "Special Notice," was printed a statement that the company was not responsible for any loss by fire, etc., occurring more than forty-eight hours (exclusive of holidays) after notice of arrival of the property had been sent or given and that its liability as a common carrier ceased then and the property might at its option be stored at the owner's risk. The Metropolitan Flour Mill & Grain Co. acknowledged receipt of these notices upon a printed form headed "Consignee's Receipt of Arrival Notice" by signing its name thereto, giving the date and time of the receipt of each notice. The receipt of the notice as to the first car shipped was dated, 1:05 p. m. Oct. 26, 1921, and as to the second car, 9:40 a. m. Oct. 29, 1921. The record shows that the first car was set out at the Weehawken docks at 8:00 p. m. of Oct. 26 and the second car at 11:00 p. m. of Oct. 28. The first car was unloaded at Dock C Weehawken at 11:00 a. m. of Nov. 3d and the second at 4:30 p. m. of Nov. 2d. A fire occurred a few minutes before midnight of Nov. 3d, destroying a number of docks of the Erie Railroad Co. at Weehawken and consuming the flour in question.

The Court said: We are of the opinion that the notices served upon the Metropolitan Flour Mill & Grain Co. did not comply with the requirement of the Bs/L. The undisputed testimony shows that, according to the custom and practices of the parties, when the destination of a shipment of flour was such as is described in the B/L in the case at bar, the point of delivery of the shipment was and should be at the docks of the Erie Railroad Co. at Weehawken, N. J. While the evidence shows that Croxton is within the city limits of Jersey City and in the New York Terminal territory and included within the general term "New York Harbor," the evidence also shows that the term "New York Harbor" includes stations in an immense area in and about the city of New York proper, and extends from Bayonne, New Jersey, northwardly many miles; included within the term are docks along the New Jersey shore across from the Island of Manhattan, and various stations in Brooklyn. Under such circumstances, it was competent to show what was meant by the language used in the Bs/L describing the destination of the shipments by showing the practice and custom in relation to delivery of such shipments, made under such circumstances. *Devato v. Eight Hundred and Twenty-Three Barrels of Plumbago* (D. C.) 20 F. 510.

Under the terms of the Bs/L, of course, there could not have been any delivery of the shipment at Croxton as it was necessary for the flour to be delivered at the water front, the Bs/L providing for lighterage. The contract of carriage also provided for the privilege of inspection, which could only be exercised where there were facilities for unloading cars.

The purpose of giving the notice of the arrival of the flour was to afford the railroad, after the expiration of 48 hours, relief from its obligation as an insurer but as to the shipper, it was for the purpose of giving the "notify" party 48 hours, during which time such liability of the railroad would continue, in which to issue orders for the disposition of the shipment.

This time was given so that within that period it could claim the shipment and surrender the B/L, or give lighterage instruction for further transportation to shipside for foreign

shipment, or issue a diversion order if the car was to be sent to some other point in this country, or call for the shipments if it was to be used locally.

The "notify" party was given 48 hours in which to do any one of these things before giving up the right to hold the carrier as an insurer.

Shipper Deprived of Full Time.—By giving the notice while the shipment was at Croxton and before it reached the docks at Weehawken, necessarily the time of the "notify" party to make disposition of the shipment was restricted in any event; even tho the cars arrived at the docks at Weehawken at the minimum time that cars took in going from Croxton to that place. Of course, it was entirely possible that the time required to get the cars to the docks would be a very material part of the 48 hours allowed for the doing of the things mentioned by the notify party.

In this connection it will be remembered that as to one of the cars involved herein, the arrival notice was given before the car actually reached the docks at Weehawken while the notice stated that the shipment was "ready for delivery by the Erie Railroad Co. New York Terminal" and, as before stated, "New York Terminal" in this instance meant the docks at Weehawken. The notices themselves show that they were notices of arrival of the cars at Croxton. In fact, the evidence is undisputed that they were sent upon the arrival of the cars there and not at Weehawken. As before stated, one of the cars had not arrived at Weehawken when the notice covering it was given. It had been the practice of the Erie Railroad a few years before the time of this occurrence to give notices of the arrival of such shipments at Weehawken but defendants' evidence shows that this had not been done for three or four years before the time in question. So it necessarily follows from all of this that the notify party knew that the notices served upon it were not notices of the arrival of the cars at Weehawken. Under the circumstances the notices were merely notices of the prospective arrival of the cars at Weehawken and not notices of their actual arrival. The notify party could not have any definite knowledge as to when the cars would be at Weehawken by these notices and it naturally follows that in order to find out when they arrived there, it would be required to call up by telephone, or send a messenger, to obtain this information.

False Statement in Notice.—The statement in the notices that the property was ready for delivery was false. That could not have been true until the cars were at least set out at the docks in Weehawken and as privilege of inspection was given by the Bs/L while the flour was in possession of the carrier, it would seem that the flour was not ready for delivery until it was unloaded as it could not have been inspected until this had been done.

A case not so strong as to the facts as those in favor of the plaintiff here, involving the same fire, the same terminal at Weehawken, a notice given of the arrival of the shipment when it arrived at Croxton, and similar provisions in the B/L, was decided against the carrier in a suit like this one. See *Pillsbury Flour Mills Co. v. Erie R. Co.*, 127 Misc. Rep. 466, 216 N. Y. S. 486. In that case the court (loc. cit. 488 [127 Misc. Rep. 468]) said:

"The notice of arrival could not properly be given to transmute the carrier's liability into that of a warehouseman when the goods arrived at Croxton."

In that case the destination of the shipment was Dock D, Weehawken, N. J., while the destination of the shipment in the case at bar was New York City for export, etc., which the evidence shows meant, in view of this and other provisions of the Bs/L, the docks of the Erie Railroad at Weehawken. So the two cases are not materially different from the standpoint of the destination of the shipments. However, they are different in that as to the first car shipped in the case at bar, the car was either at Croxton or somewhere between Croxton and Weehawken, when the notice of its arrival was given, while in the New York case all of the cars had arrived at Weehawken prior to the delivery of the notice.—5 S. W. (2d) 125.

Books Received

ILLINOIS CROP AND LIVESTOCK STATISTICS, issued by the United States Department of Agriculture, division of crop and livestock estimates, co-operating with the Illinois Department of Agriculture, gives the Illinois crop summary for 1926-1927 and the livestock summary for 1927-1928. Circular No. 374.

Market Position of Canadian Wheat Pool.

In a recent statement by Pres. MacPhail of the Central Selling Agency of the Canadian Pools it is attempted to be proved that the Pool was not responsible for the break in prices due to selling at the end of the crop year, by a showing that non-pool holdings of cash wheat greatly exceeded Pool holdings.

No reliance can be placed on such figures without knowing whether the non-pool wheat was hedged on the Exchanges. If so hedged, as is the practice of the best private dealers, Mr. MacPhail's argument falls to the ground. He said:

Much free and uninformed comment in the press and elsewhere during the past two months has credited the pool with having dumped wheat in large quantities on a falling market. While the responsibility for the recent drastic decline in prices has been laid at the door of the pool by many people, nothing could be farther from the truth.

When the business of the Central Selling Agency is finally reported to pool members it will be shown conclusively that the pool was in no way responsible for the decline, but in the meantime it is sufficient to point out that while stocks of Canadian grain in store on July 1, 1927, were 46,909,051 bus., stocks for the corresponding date in 1928 were 97,486,056 bus. During the month of July, 1927, stocks of Canadian grain in store were reduced to 42,671,483 bus., while on July 27, 1928, stocks stood at 70,878,439 bus. From these figures which are public property, compiled by the board of grain commissioners and issued periodically by the Department of Trade and Commerce, Ottawa, it is seen that at the beginning of July this year Canadian grain stocks were practically 50,000,000 bus. greater than at the same time last year.

Stocks of pool wheat this year at the end of June were almost exactly the same as were the stocks of pool wheat last year at the end of July, even in the face of pool deliveries 30,000,000 bus. greater than from the previous crop. In other words, the tremendous increase in stocks of wheat in Canada this year was in no sense due to pool wheat unsold, but is directly traceable, on the authority of official figures commonly accepted in the trade, to unusual accumulations of non-pool grain.

Margin on Pool Loans.—Our relations with the banks have always been of the best and they have not, at any time, in any way, attempted to interfere with our business or the manner in which we conduct it. It should be pointed out, however, that in the agreement between the banks and the pool, the pool agrees to maintain a 15 per cent margin of safety over and above the initial payment. It is easy for anyone to see that when the price of wheat goes below \$1.15, the margin has disappeared.

At the present time the price of October wheat is around \$1.11 per bu. with the prospect of a large bushelage in western Canada and with upwards of 40 per cent of that large bushelage uncontrolled. It would appear from past experience that there is no possible method of keeping the heavy pressure of non-pool wheat off the market in the heavy delivery months, September, October and November.

Nothing under heaven can prevent a slump in prices in the heavy delivery fall months if more wheat is being dumped than the markets can absorb.

Four Organizations Will Meet at Boston.

The annual meeting of the Grain Dealers National Ass'n affords a convenient opportunity for all other grain organizations of national scope to rally a large attendance at sessions of their separate branches of the grain business by holding their annual conventions on the same dates.

One of these is an affiliated ass'n, the U. S. Feed Distributors National Ass'n, closely connected by arbitration of feed trade differences by a com'te of the Grain Dealers National, and ever under the wing of the bigger ass'n since its inception was encouraged by the latter in 1920.

Independent organizations choosing to meet when the National Ass'n convenes are the Chief Grain Inspectors National Ass'n and the Terminal Grain Weighmasters National Ass'n, not only because of the larger attendance, but both of these organizations have questions on which official action may be desired by the Grain Dealers National Ass'n.

Elevator and Feed Mill of S. A. Steck & Co., at Aurora.

Territories adjacent or reasonably close to large cities develop early into dairy and feeder communities. The farmers realize the value of a hungry city's feed bin and set about filling it. In this field as in others the pioneers profit most by virtue of an early start and a growth commensurate with demand. The grain dealer who takes advantage of his opportunities in sidelines profits likewise.



Foreman John Aiels and Manager Mrs. S. A. Steck of Aurora, Ill.

Aurora is less than 50 miles from Chicago. The big city's demand for dairy products encouraged Aurora farmers to enter the dairy business. Manufacturing interests in Aurora developed and the grain business was accordingly changed into a supply business.

In the early days S. A. Steck used to operate the present elevator of S. A. Steck & Co. for Jameston & Scheets. He continued in this capacity for several years, finally working out an arrangement whereby he could handle coal on the side, using the company scales, as a part of his pay. Later he took on commercial feeds and salt. In 1903 he leased the property and went into business for himself. His wife joined him as a member of the company in 1907 and today she is its active manager, Mr. Steck having retired.

Development of a local demand for poultry feed encouraged the manufacture of "Steck's Poultry Feed," composed wholly of cracked corn, wheat, barley, kafir corn, buckwheat, sunflower seed and charcoal to make proportions of 2½ to 5% fat, 7 to 12% protein, 8% crude fibre and 60% carbohydrates. This is sold at wholesale and retail within trucking distance. The company uses a 2-ton International truck for this purpose.

The physical properties of the company comprise the old 75,000 bu. cribbed elevator equipped with 20 hopper-bottomed bins. These have outlet valves at the bottom, permitting grain to be drawn and sacked or run into the pit for transfer to the bins that serve the grinder. Four bins are used for shipping any surplus of grain that may be purchased. Two legs are used.

The equipment includes a feed grinder with capacity for about one ton each hour, a 2-hole corn sheller with forced feed and a receiving separator for cleaning grain before it is used in mixing the company's formula.

Power is supplied by a 50-h.p., 3-phase, squirrel-cage motor in a sheet-iron lined motor room. This is belted to a line-shaft in the basement. Belts are run from the line-shaft to the three machines and to a jack-shaft in the cupola for operation of the legs.

In-coming grain is weighed over a Fairbanks truck-scale. A Fairbanks platform scale on the working floor of the house, and a portable dial scale of 500 lbs. capacity, are used in weighing sacked stuff. A wagon and truck

dump is used in delivering the farmers' grain to the pit.

John Aiels is foreman and has charge of the operation of this part of the business and of the warehousing and handling of the company's various sidelines.

In addition to the prior listed activities S. A. Steck & Co. handles commercial animal feeds, poultry mash, baby-chick feed, poultry remedies, meat-scrap, tankage, bone-meal, oyster shell, charcoal, salt, bran, middlings, flour and similar items, and manufactures corn chop and a 50-50 mix of ground corn and oats. An exchange business is done in place of the usual custom grinding business, whereby a farmer may exchange his raw grains for finished ground products.

Bins are provided wherein a couple of sacks of feed or grain may be dumped for use in retailing of small amounts desired by the back-lot chicken fancier, who purchases 25 lbs. or less at a time and wants only a couple of pounds of oyster shell or charcoal.

A big part of the Steck & Co. business is coal, coke, firewood, kindling and other fueling items. Over 300 carloads were handled last year. Four trucks with capacity for 1½ tons and an over-load range of at least 2 tons each, are kept busy constantly. These are augmented during the rush season as necessity demands. They are owned by the individuals who operate them. Hauling and handling of the coal is contracted with these dray-men.

S. A. Steck & Co. believes in advertising. Witness the lettering on its buildings. It is a good thing to let people know who you are and what you do. It makes them more anxious to do business with you and when that feeling is aroused the business can more readily be done at a profit.

A nod of recognition and a smile are magnets that often hold a patron when you are too busy to give him immediate attention.

Convention Garage.

Those going to the convention by automobile are informed that the Boston Grain & Flour Exchange has selected the Motor Mart Garage as official.

The Motor Mart Garage is located at Park Square, Boston, close to the Hotel Statler, the convention headquarters, and is easily accessible.

Chattel Mortgage on Elevator Good Against Creditors.

John J. Harrington gave a chattel mortgage on his elevator situated on the C. & N. W. right of way in Miner County, South Dakota, to the Brown Grain Co., to secure a promissory note for \$6,500, on July 18, 1921.

Harrington died Sept. 18, 1921, and the mortgage was filed for record Sept. 28. An administrator was appointed Oct. 18, and claims of \$3,118.28 were allowed against the estate, which was not sufficient. The note being unpaid the Brown Grain Co., on July 21, 1923, began suit to foreclose the chattel mortgage.

The defense that the mortgage having been filed after the death of the mortgagor was void was adopted by the lower court, but was reversed by the Supreme Court of South Dakota June 30, 1928, saying:

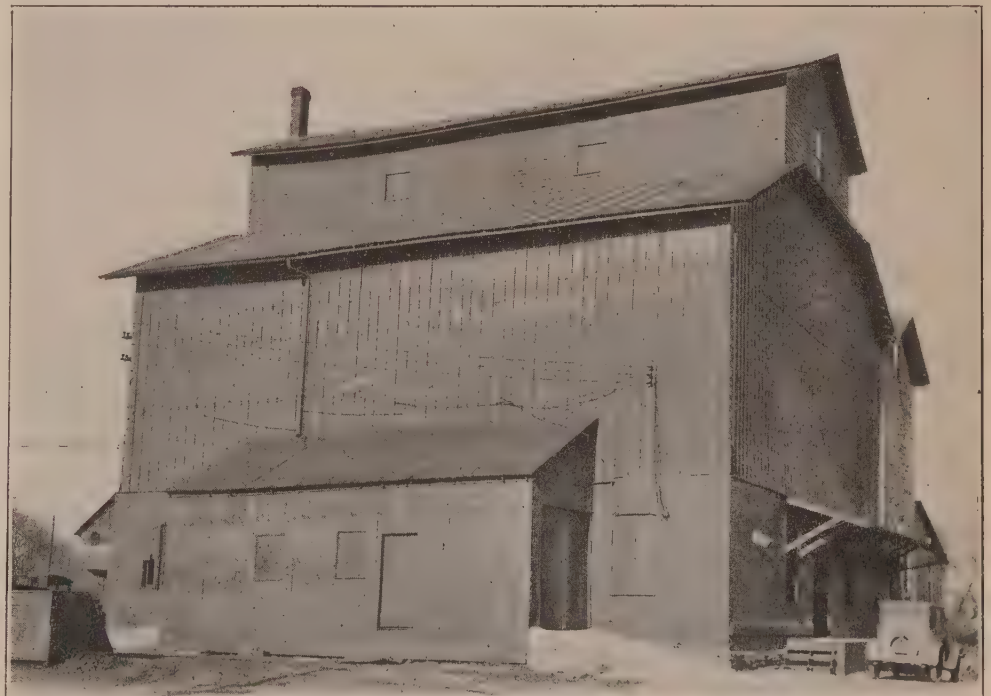
Where there has been delay in the filing of a chattel mortgage, and where no fraud is involved, creditors of the mortgagor are divided into distinct classes in so far as their rights as against such mortgage are concerned. In the first class are those creditors whose claims originated before the giving of the mortgage. In the second class are those who became creditors while the mortgage was being withheld from record. As to these two classes of creditors, the opinion in *Hollenbeck v. Loudon*, says:

"As to creditors of the first class, such a mortgage is conditionally void; the condition being that the creditor must acquire some lien on the mortgaged property prior to the filing of the mortgage. *Noyes v. Brace*, 8 S. D. 190, 65 N. W. 1071; *Jones v. Chattel Mortgages*, 8 S. D. 245; *Harrison v. South Carthage Mining Co.*, 106 Mo. App. 32, 79 S. W. 1160. As to creditors of the second class, such mortgage is absolutely void."

That a creditor, merely as such, acquires no priority as against a chattel mortgage, until he has secured a specific interest in the mortgaged property by means of a levy, has been reaffirmed by this court since the decision in the *Hollenbeck* case.

In the instant case Harrington's death gave his creditors no specific interest in the mortgaged property. The mortgage was filed before the appointment of the administrator, and long before the presentation of any claim against the estate. The rule laid down in *Hollenbeck v. Loudon*, controls in the instant case. Only those creditors who became such while the appellant's mortgage was withheld from record take priority over the lien of the mortgage. The trial court made no effort to distinguish between the different classes of claims. In this the learned trial court committed reversible error.—220 N. W. Rep. 151.

The deep sea end of the Western Union cable from Newfoundland to the Azores has been laid. Service will begin this fall.



S. A. Steck Co.'s Elevator and Feed Mill at Aurora, Ill.

The Cost of Electric Power for Country Elevators and Feed Mills

The cost to the operator of the plant for the horse power actually delivered by an electric motor to machinery for elevating, conveying or grinding grain is found in practice to vary excessively.

A study of the conditions that lead to excessive power costs will point the way to greater economy by elimination of waste.

In the operation of a grain elevator and feed mill considerations of convenience often outweigh a saving in power costs when designing the plant or choosing the machinery. It is cheaper to elevate grain by the common bucket elevating leg than by the pneumatic system, but the latter system has the advantage of great flexibility. So, too the roller mill, the attrition mill and the hammer mill have costs for power in a scale sliding upward, but where the trade demands fine grinding the operator must install a hammer mill and pay the higher power costs.

After having chosen such handling and grinding machinery as will consume the least power consistent with the work required to be done, there still remain opportunities for saving power by arranging to operate the machinery continuously thruout the day instead of intermittently, by installing anti-friction bearings and by selecting motors that turn most of the energy consumed into useful power.

In fairness to the consumers who contribute to lowering the cost of power by using current thru the day without excessive demand at certain times and to penalize consumers whose motors are wasteful of energy, the commercial electric light and power companies have been forced to adopt elaborate schedules of rates for current based on "load factor" and "power factor."

The electric power company's investment in generating equipment must be increased to meet the aggregate horse power that the consumer may have in service at one time; and if a consumer having many motors employs only a few of them part of the time the power company's generating equipment installed to meet that demand must stand idle.

The "load factor" upon a power generating station depends on the rate of energy supply (best expressed in kilowatts) made necessary by the demands upon the station at the time specified. The peak comes when the rate of energy supply is close to a maximum. There is a peak for each day and a seasonal peak in winter. The load factor of the station is the ratio to such a peak, the maximum peak of the year, of the average rate of supply during the specified period of time that includes the maximum in question. An individual consumer may have his load factor computed, if his maximum is measured.

The consumer's connected load, not his maximum demand, determines necessary investment and kilowatt cost.

The Commonwealth Edison Co., Chicago, on Jan. 6, one year, had a simultaneous demand at 5 p. m. for 9,770,000 kilowatts while the connected load of these customers was 26,640,000 kilowatts, or a load factor of 41.2%. Ice manufacturers by a steady use of power had as a class a load factor of 56.2%, while brickyards and quarries stood at the foot with a load factor of only 20%.

Hence the interest of the power company to have the consumers avoid peak loads, and the basing of rates to favor consumers whose load factor is high, or whose maximum demand comes not at the power company's peak.

The **Hopkinson method** of making rates was invented to give part of the benefits to the consumer whose load factor was such as

to give the power company a better load at its non-peak times. It is the most generally employed type of rate for large consumers, both light and power, and was recommended by the rate research com'te of the National Electric Light Ass'n. John Hopkinson was a noted professor of electrical engineering in King's College, London. Such a rate, for example, would provide a charge of \$24 per year per kilowatt of maximum demand and in addition 4 cents per kilowatt hour.

The **Wright scheme** of charging for electricity, altho approved by some state utilities commissions, is not fair to the consumer, tho more easily calculated. Under the Wright demand rate a maximum price per unit is charged for a certain amount of energy, and one or more reduced prices per unit are charged for the balance, on the block principle. If the maximum demand be determined at one kilowatt then the aggregate price will be computed at, say, 12 cents for the first 30 kilowatt hours in a given month, plus 6 cents for further consumption from 30 to 60 kilowatt-hours, plus 4 cents for kilowatt hours in excess of 60 taken in a particular month.

Irrespective of the amount of current used by a single consumer it costs the power company 50 cents to \$1 per month just to maintain his connection, for fixed charges. The Indiana Commission considers \$1 a reasonable charge in the country and 50 cents in the city.

Power Factor—Electric motors are not at all times effective in converting energy put into the transmission line into power delivered at the motor. The squirrel cage motor when running below its full load is the greatest offender in this respect. Much of the current is wasted in heating when a motor is only partly loaded. The waste due to running an alternating current motor underloaded occurs on the power company's line between the generating station and the customer's meter. When the power factor is low the company, for example, has to put 5 amperes on the line in order to deliver 4 amperes to the customer.

The watt-hour meter used by the power company records only the energy delivered to the machine. The power company, therefore, has to take other means than its meter to arrive at the energy wasted in order to pass on to the consumer the burden of loss due to running motors underloaded. This is done by recording what is known as the "power factor."

It is a great mistake to put in a motor larger than needed for the driving of the mill. The power factor is best when the motor is running at full speed all the time. Most motors will stand an overload for a short time, so that it is an economy to install motors to take care of only the regular load, depending upon the motor's overload capacity to carry the temporary overloads. If an automatic feeder is not provided to keep the mill fully loaded the operator can regulate the feed to meet the power by watching an ammeter placed near by to indicate the power being developed by the motor.

Power factor is defined as "The ratio of the power to the volt amperes. In the case of sinusoidal current and voltage the power factor is equal to the cosine of their difference in phase." (Power in an alternating current circuit is the average value of the products of the coincident instantaneous values of the current and voltage for a complete cycle as indicated by a wattmeter.)

Poor power factor means increased losses for the same delivered load in kilowatts. A point is reached where it will pay to install static or synchronous condensers to reduce these losses by improving the power factor.

In billing the consumer for current the demand is considered, and the power factor is taken into consideration. For example, if power factor falls below 85 per cent demand may be adjusted to 85 per cent power factor for billing purposes, when demand is determined by actual measurement. Power factor is computed from the registrations of a recording reactive component meter and a watt-hour meter.

The **average consumer** does not appreciate how serious are the effects upon the power company's line of low power factor. The voltage drop increases rapidly with decreasing power factor. Voltages below normal reduce the speed of the motor, and if the voltage drops 10 per cent below normal there is the liability of stalling the motors and overheating them. Poor lighting also accompanies low voltage. There are four ways to improve the power factor: The use of standard type induction motors; the use of synchronous motors; the use of capacitors; or the use of synchronous condensers.

The combination of a capacitor and a squirrel cage induction motor makes an exceedingly satisfactory high power factor unit. The price is less than a synchronous application. The capacitor has the following advantages: No attendant is required; it may be applied directly at the point of low power factor, thereby reducing line losses to a minimum; extreme flexibility as to sizes, which facilitates additions to take care of increasing low power factor load; no special foundations are required and floor space is small; they meet the underwriters' requirements without special provisions. A complete line of these capacitors suitable for either group power factor improvement or for application to individual motors is manufactured by the General Electric Co.

Rates for Power.—At Evanston, Ill., the Public Service Co. of Northern Illinois gives grist mills a special rate in a rider applicable to general power contracts for being off peak if no energy is used between 4 p. m. and 8:30 p. m., from November to February, that net rate shall not exceed 4.5c per kilowatt-hour.

At Danville, Ill., the Illinois Power & Light Corporation for the "large power" of 25 h.p. or over uses the block-Hopkinson demand rate, the demand charge being \$2.50 per K.W. for 1st 100 K.W. of demand, \$2 for next 400, and \$1.50 for the excess; plus an energy charge of 4c per kwh. for 1st 1,000 kwh., 2c for next 4,000 kwh, 1.75c for next 15,000 and 1.5c for the excess. The demand is determined by measurement. This company gives a load factor discount of 1 per cent from total bill for each 2 per cent the load factor in the month exceeds 40 per cent provided that such discount does not exceed 20 per cent. A discount is given for being off peak.

At Norristown, Pa., the bill is decreased for power factor being above and increased for power factor being below 80 per cent in installation of 75 h.p., or 85 per cent in installations of 76 to 400 h.p.

At Muncie, Ind., power factor discounts are given. The rate for large power from 100 to 3,000 kva is based on block meter and Wright demand, as follows: 7c kwh 1st 300 kwh; 5c excess up to 30 KVA of demand, down to 1.55c kwh in excess of 90,000 kwh.

At Mason City, Ia., the rate is 7c kwh for 1st 20 kwh per h.p. of demand and 4c for the excess, with a minimum charge of 75c per h.p. of demand. This company allows the consumer to choose the block Hopkinson or the Wright demand energy charge.

Since practically all of the power companies follow these established billing methods the operator of an industrial plant such as a grain elevator or feed mill should bear in mind that a connected motor standing idle increases his rate for power used by the motors running, since the company estimates his de-

mand by the number of motors connected, and that it may pay him to provide bin space for material that will feed the grinders continuously. The operator of a hammermill with a large motor is at a disadvantage if he has but one customer per day for but 15 minutes' grinding as his load factor is very poor. If, also, his squirrel cage motor has a low power factor (running underloaded) he is at a double disadvantage and must charge an exceedingly high price for grinding if he is to come out whole. A separate meter on the grinding mill motor would help to place the cost where it belonged; but the billing system lumps all charges against the entire plant.

A fair estimate could be made by basing the cost on the horse power of the motor, one horse power being 746 watts. The charge for current is by the kilowatt, a kilowatt being 1,000 watts. For example, figuring a motor of 48 h.p. as having 35 K.W. power the customer's bill would be assessed as follows under the Doherty or 3-charge rate:

75 cents per meter; plus a demand charge of
\$3.00 per K.W. 1st 25 K.W. of demand,
\$2.00 per K.W. for excess; plus an energy charge of
6c kwh for 1st 1,000 kwh, and
3c kwh for the excess.

Thus for the consumption of 2,500 kwh:
Customer charge, for meter..... 75
Demand charge (connected)
25 K.W. at \$3.....\$75.00
10 K.W. at \$2..... 20.00 95.00
Energy charge (active current)
1,000 kwh at 6c.....\$60.00
1,500 kwh at 3c 45.00 105.00
Total bill\$200.75

Only \$105.00 of this was for current actually used, the remainder of \$95.75 per month being in the nature of an overhead charge that ran along against the owner of the elevator

whether or not any grain was handled or any grinding was done. Figuring 26 working days a month this overhead amounts to \$3.68 per day. Next it would be necessary to calculate how many 100 lbs. of feed this 48 h.p. mill would turn out while using up 2,500 kwh of current.

A good hammer mill using a 50-h.p. motor is said by the manufacturers of the mill to turn out 5 tons an hour of ear corn meal, coarse ground for cattle feed, which is a common use of this mill. The output of the same mill with the same power will run down to one ton an hour when grinding oats feed thru a 1/16 inch mesh screen. Dividing 2,500 kwh by 35 K.W. gives 71.3 hours as the running time of the mill, approximately 70 hours. In 70 hours this mill would turn out 1,400 100-lb. bags of fine feed at a cost of 14.3 cents per 100 lbs.; or 7,000 bags of coarse feed at a cost of less than 3 cents per bag of 100 lbs.

From this it will be seen how important it is for the elevator operator to raise his prices for fine grinding.

With 260 working hours in 26 days of the month it might be possible for the elevator operator to increase his running time from 70 hours to 200 hours, increasing his output to 4,000 100-lb. bags of fine grinding or 1,000 tons of coarse grinding, in which case the cost of power would be reduced to 5 cents and 1 cent per 100 lbs., respectively.

This shows how important it is for the elevator operator to have a large volume of grinding, for in that lies the profit. Failing this, the operator could contrive to occupy the time of the mill with fine and coarse grinding on his own account of his own raw materials, exchanging the product to farmers who did not care to wait for grinding.

Every endeavor should be made to increase the patronage, especially if the plant is laid out so that a large tonnage can be handled into and out of the grinder without lifting or other heavy manual labor.

W. B. Johnston's Iron Clad Elevator at Alva.

Grain moves fast on the great plains of the southwest. Harvesting is done by combines and hauling by huge trucks. Directly in the line of march is the string of elevators owned and operated by W. B. Johnston, of Enid. Quick marketing of the wheat crop made advisable his replacing his Alva (Okla.) elevator with modern transfer facilities. The new house can hardly be classed with the elevators commonly found in this part of the country. It is a cleaninghouse.

This modern, studded, iron-clad structure is properly bonded for protection against lightning. Eighteen bins and three receiving pits give storage capacity for 65,000 bus. A 15-h.p. Fairbanks-Morse inclosed motor located in the cupola is connected with a shaft which runs either or both of the two legs thru reduction gears. The legs are fitted with DP cups and can elevate 2,000 bus. per hour when operated together. A dust collector and fan are piped to take dust out of the elevator head and other parts of the elevator.

A 6-bu. Fairbanks Hopper Scale is used to weigh outbound grain. A Western man-lift makes all parts of the elevator easily accessible.

In the driveway is a Kewanee Truck Lift and a steel grate over receiving pit for fast unloading of incoming trucks.

In a cleaner room is located a Monitor No. 6 Clipper fed thru a feed regulator, and a No. 4 Invincible Cleaner. These machines are operated by a 25-h.p. Fairbanks-Morse Inclosed Motor, Western Clutches permitting either or both machines to be operated at the same time.

The elevator is located on the Rock Island railroad. On the track side is a car unloading pit, a power shovel and a Webster Car Puller, for facilitating the receipt of incoming carloads of grain. A butterfly valve directs the grain to either boot. Alva has transit rates over the Rock Island and connecting lines.

A room adjacent the south side of the driveway is fitted with spouting from overhead bins. In this it is planned to install a hammer mill for feed grinding.

The eight bins in the driveway bay all are overhead. One bin, at the car pit is overhead. The other nine bins extend down to main floor, and all bins have hopper bottoms.

One of the notable features of this elevator is use of 11 roller bearings cutting down friction and fire hazards. Five of these are located on the line shaft from which the cleaning machinery is operated. Six are on the shaft and the head pulleys in cupola.

C. O. Nickell, the present manager of the Alva elevator, spent several years in the head office at Enid as traffic manager and has a wealth of experience in the grain business which admirably fits him for his position.

In addition to his grain business, Mr. Johnston uses Alva as a distributing point for wholesaling feeds and feed ingredients. He is the distributor for one of the leading brands of commercial feeds and handles large quantities of bone meal, meat scrap, tankage, cottonseed meal and other ingredients, which the feed grinders of the southwest are using in large quantity.

Wheat ground by 1041 mills during July totaled 38,930,739 bus., during which period 51.0 per cent of total milling capacity was in operation. This compared with 1,050 mills operated in July of 1927 grinding 38,546,869 bus. for a total milling capacity of 51.1 per cent in operation.

Applying electricity to the cultivation of grains increased production by 33 per cent. C. Vincent of the Vincent Grain Co. of Omaha, just concluded an experiment on spring wheat with the above results. A test is now in progress on corn, with a similar increase in production very likely.



W. B. Johnston's 65,000-bu. Elevator at Alva, Okla.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Stuttgart, Ark.—Fire caused by lightning destroyed the warehouse of the Cormier Rice Mfg. Co. recently.—P.

Pine Bluff, Ark.—The Cook-Bahlau Feed Manufacturing Co. has decided to re-locate its plant in Pine Bluff. A modern grain elevator will be erected to replace the one which burned.

CALIFORNIA

Hanford, Cal.—The Lacey Mfg. Co. is erecting a new plant.

CANADA

Lucknow, Ont.—W. E. Treleaven is making extensive improvements to his flour mill, also increasing the capacity thereof.

Champion, Alta.—The Pioneer Grain Co. has begun the construction of an elevator, the site being where the loading platform is located at present.

Edmonton, Alta.—The matter of erecting an interior terminal elevator is being held over for the time being.—Cecil Lamont, sec'y, Alberta Pacific Grain Co., Ltd.

Vancouver, B. C.—Buckerfield, Ltd., has opened a new dock to give accommodation to coastwise vessels. A warehouse for the company is being completed on the dock.

North Vancouver, B. C.—The elevator being erected for the Midland Pacific Terminals, Ltd., is rapidly taking shape. A description of the house was given in this column in the July 25th number.

New Westminster, B. C.—Contractors on the elevator of the New Westminster Harbor Board have been held up for some time owing to the high waters of the Fraser River. A description of this plant was given in the July 25 number.

Port Arthur, Ont.—It is reported that the Saskatchewan Wheat Pool will construct an addition to its terminal elevator No. 2 which will increase the terminal's capacity to more than 3,000,000 bus. The cost is estimated at \$600,000.

Calgary, Alta.—Our six new tanks are now completed, increasing our storage about 160,000 bus., making the total storage about 400,000 bus. The work was done by the Carter-Halls-Aldinger Co. Up-to-date conveyor belt system and tripper were installed with separate drives, etc.—A. E. McArthur, Western Canada Flour Mills Co., Ltd.

Port Arthur, Ont.—The elevator property of the Union Terminal, Ltd., has been bot by W. A. Anderson of the North Star Grain Co., Ltd., Winnipeg. While some consideration has been given to the construction of a new storage annex of 1,000,000 bus. capacity, we understand that the owner has decided not to proceed with this addition at present.—C. D. Howe & Co.

Winnipeg, Man.—William Page, an employe of the McCabe Bros. Co., has been chosen to manage the clearing house in connection with the new grain futures market being established at Vancouver. Three years ago Mr. Page was offered the position as manager of the clearing house connected with the Chicago grain futures market, but the immigration laws prevented his transfer to the United States at that time.

Fort William, Ont.—The new elevator now under construction for Searle Terminal, Limited, will be completed and ready for operation Sept. 15. Some grain has already been taken in—Sept. 7. This structure has been practically completed for a month, but the elevator is very complete and contains and unusual amount of machinery, so that considerable time is being consumed in making mechanical installations and in tuning up.—D. B. Fegles, President, Fegles Construction Co., Ltd.

St. Boniface, Man.—The Soubrey Grain Co. has let a contract for a 60,000-bu. house equipped with three legs with elevating capacity of 9,000 bus. per hour, Fairbanks 10-ton 16-ft. scales, Simplex Cleaner, 500-bu. hopper scale, Winter Universal Car Puller, Winter Drives, Winter Direct-Head-to-Bin Distributor, Winter Buckets, nine GE Motors, and Clark Double Shovel Car Unloader. The plant is located on the C. P. R. track and is modern construction thruout with full work floor, all bins overhead, cribbing 60-ft. high, house is 37x36. It is to be used as a grain mixing and grain cleaning house.

Fort William, Ont.—The Canadian Co-op. Wheat Producers, Ltd., which has been operating Elvtr. No. 1 and 2 in Port Arthur and Elvtr. No. 3 in Fort William, has discontinued such operations and the elevators are under new management. The Manitoba Co-op. Wheat Producers, Ltd., will operate the two elevators in Port Arthur with C. S. Maxwell as manager. It is presumed that Elvtr. No. 3 will be operated by the Gillespie Terminal Grain Co. The Canadian Co-op. Wheat Producers, Ltd., will continue as sales agent for the pools of Saskatchewan, Manitoba, Alberta and Ontario with headquarters in Winnipeg. F. M. Ross, who has been manager of terminals for the Canadian Co-op. Wheat Producers, Ltd., has accepted a position with James Richardson & Sons, Winnipeg, as ass't to C. S. Langille.

COLORADO

Keota, Colo.—The elevator formerly operated by the Farmers Co-operative Elevator Co., which organization recently filed dissolution papers and discontinued business, is now the property and is being operated by the Trinidad Bean & Elevator Co.—C. L. Kent.

The Colorado Grain Dealers Ass'n held its annual social meeting at Sidney, Neb., Sept. 2, with a large attendance from all parts of Colorado and Nebraska. The meeting was held at the country club. Entertainment at Krueger's Lake, swimming in the new city pool, and free admission to the Sidney theaters added to the pleasure of the occasion. The golf links were also at the disposal of the visitors.

ILLINOIS

Eureka, Ill.—The Farmers Co-op. Ass'n has enlarged its office.

Hinckley, Ill.—The Hinckley Grain Co. has installed a J-B Feed Mill.

Lockport, Ill.—The Lockport Dupage Farmers Elvtr. Co. has installed a J-B Feed Mill.

London Mills, Ill.—Frank Morey has succeeded John Blout as manager of the Farmer's Co-op. Co.

Annawan, Ill.—F. C. Dewey & Co. have installed a Winter Type W Dump in their elevator.

Stockton, Ill.—The Farmers Co-op. Ass'n is installing a 1 ton S. Howes Three-In-One Batch Feed Mixer.

Pesotum, Ill.—The Pesotum Elvtr. Co. has built new coal sheds on the site formerly occupied by the Riemke Elvtr.

Herbert (Kingston p. o.), Ill.—Alfred Fowler has installed elevating machinery in his elevator and made other improvements.

Kankakee, Ill.—The regular monthly meeting of the grain trade of this territory was held at McBroom's restaurant the evening of Sept. 5.

Tuscola, Ill.—The Collins Grain Co. and the Tuscola Grain Co. recently entertained the farmers from 26 threshing rings who market grain in Tuscola, Hay and Galton. The elevator men furnished a fine program of music and addresses, also ice cream, while the farmers' wives furnished the cakes. Over 100 gallons of ice cream was consumed.

St. David, Ill.—John Raker, operating as the Bryant Elvtr. Co. at Bryant, has bot the plant of the Farmers Elvtr. Co. for \$7,000. He is now in possession.

Tennessee, Ill.—H. W. Newland has built a 24x52 ft. addition to his elevator, part of which will be used as an office and the balance as a feed storage room.

Pontiac, Ill.—Frank Langford has succeeded Joe Eymann as manager of the Farmers Grain Co. Mr. Eymann is now soliciting grain for John E. Brennan & Co.

Champaign, Ill.—I do not believe the plant of the Champaign Mfg. & Grain Co., which burned Aug. 6, will be rebuilt. I am receiver for the company.—C. C. Connor.

Adrian, Ill.—L. N. Hockman, who owned a half interest in the Atwater & Hockman Elvtr., has bot the interest of Mr. Atwater and is now sole owner and manager.

Farmersville, Ill.—Sim Fernandes and J. J. Murphy have bot the elevator of the Farmers Elvtr. Co. and will operate it under the name of the Fernandes Grain Co.

Gladstone, Ill.—William Daugherty, 78, former grain dealer of Hawthorne, Ia., and of Gladstone, died at his home here Aug. 3. He is survived by his widow, three sons and one daughter.

Pana, Ill.—The grain trade of the Pana territory held a meeting and dinner at the Hotel Francis the evening of Aug. 27. Otto Young of Stonington is district chairman of this group of dealers.

Thawville, Ill.—We were figuring on rebuilding our elevator, but we bot the plant of our neighbor, the West Bros. Grain Co., which we will take over about Sept. 15.—J. A. Bridson, mgr., Farmers Grain Co.

Lincoln, Ill.—P. D. Maxwell is in charge of the newly opened wire-office of E. J. Feehery & Co., of Chicago, located in the Oglesby building. This branch was opened the day following Labor Day, Sept. 4.—E. J. Feehery & Co.

Sidney, Ill.—The Sidney Grain Co. has painted its west elevator a rich cream color trimmed in black. It looks very good and looms up from a distance. Verne Johnson is manager.—Squire Cavitt, James E. Bennett & Co.

Laura, Ill.—We put in six-inch drain tile in ditches around our elevator to prevent water seeping into pit at the bottom of the leg. We also put lightning rods on the elevator.—F. M. Oakes, mgr., Laura Farmers Elevator Co.

Chatsworth, Ill.—E. J. Feehery & Co. closed its office here in favor of John E. Anderson's private wire to Pontiac in charge of Jack Plotnicky. I have been transferred from the Chatsworth office to the Ottawa office.—J. W. Hutton.

Rockton, Ill.—We recently installed a 20,000 capacity dump scale and latest model Kewanee Lift (operated by compressed air) in our elevator. We are also having the building repainted and generally improved.—C. E. Phelps, Phelps Grain Co.

Broughton, Ill.—Our elevator here sold to J. W. Epperson & Sons of McLeansboro, Ill., and will be operated by them.—The Broughton Co-operative Mill & Elevator Co. (It is reported that this latter company has filed papers of final dissolution.)

Rock Island, Ill.—A grain elevator will be erected here to load barges of the Inland Waterways Corporation, giving the Federal Barge Line five loading points on the Mississippi above St. Louis; namely, Dubuque, Burlington, Minneapolis and St. Paul.

Benson, Ill.—We have remodeled our old elevator by cutting out the cribbing in side and lowering it about three ft. We are now using the building for a feed warehouse. We have also erected a cribbed coal house with old lumber.—C. S. Reeser, mgr., Farmers Co-op. Grain Ass'n.

Savoy, Ill.—The Savoy Grain & Coal Co. will build a 65,000-bu. reinforced concrete elevator. It will be equipped with modern machinery, including Kewanee Truck Dump, 800-bu. hopper scales, and roller bearings will be used thruout. Two 7½-h. p. and one 1½-h. p. electric motors will supply the power.

Blandinsville, Ill.—Geo. Maharry and Ansel Green, employes of the Farmers Elvtr. Co., were injured recently in a gas explosion. They had gone into the engine room to look after the engine. The engine was not damaged in any way, so it is believed it was the gas in the air that exploded rather than the engine.

Littleton, Ill.—The Macomb, Industry & Littleton Railroad has resumed operations and the Farmers Grain & Supply Co. is operating its elevator.

Mattoon, Ill.—Our elevator and feed mill, with the exception of our drier building, were totally destroyed by fire Aug. 31, the blaze starting about 6 o'clock that morning. The replacement value of the plant is \$89,000, and it was insured for \$50,000. The loss on the stock was \$39,000 with \$30,000 coverage. The only plans for the immediate future are to repair the drier, so it will be in operation within the next few weeks. As we own the only other elevator in Mattoon, also one at Lipsey, two miles northwest, and one at Jones Switch, three miles southeast, both on the Illinois Central Railroad, we will continue to operate thru these plants as formerly. By diverting some of the grain we can possibly take care of the business without being seriously handicapped as far as grain is concerned. We also have a small feed plant in connection with the unburned elevator at Mattoon in which we manufacture cracked corn, corn meal and horse feeds. It will be necessary for us to make some further arrangements for the manufacture of poultry feeds, which will probably be taken care of by other dealers under our own brands.—W. Ernest Orndorff, sole owner, Big Four Elvtr. Co.

CHICAGO NOTES.

The rate of interest for advances on Bs/L for the month of September has been set by the Board of Trade at 6 per cent per annum.

A call for a report on all open trades in September corn equaling and exceeding 100,000 bus. at the close Sept. 6 has been sent out by L. A. Fitz, in charge of the grain futures administration.

J. J. Martin of H. G. Lane & Co., Oakland, Cal., has been suspended from the privileges of membership in the Board of Trade under rule 125 governing the insolvency of corporations.

Leopold Bloom, retired Board of Trade operator, died Sept. 7 at the Drake Hotel following an illness of two weeks. In the early days of the Board of Trade Mr. Bloom was known as "Bloom the Plunger" because of his heavy trades on the market.

The following have been admitted to membership in the Board of Trade: Robert H. Gardner, Gabe A. Wallens, Andrew S. Messick, Harris Hyman, Jr., of New York, and Charles Boettcher of Denver, Colo. The following memberships have been transferred: Estate of John N. Weinand, estate of James A. Rankin, John A. Eckert, Louis C. Seaverns, George E. Cranmer.—Sec'y Fred H. Clutton.

INDIANA

Walton, Ind.—David P. Hurd, grain dealer, died recently following a long illness.

Tipton, Ind.—The Tipton Mill has opened its north elevator to receive wheat and oats.

Tiosa, Ind.—Herbert Fry, who operates an elevator, has bot the store of J. R. Starr.

Pendleton, Ind.—The Harris Grain Co. has filed papers evidencing contemplated dissolution.

New Lebanon, Ind.—Brooks & Son will rebuild their elevator which burned several months ago.

Sandusky, (Greensburg p. o.), Ind.—The Farmers Elvtr. Co. has filed papers showing the dissolution of the corporation.

Greensburg, Ind.—The Sandusky Farmers Elvtr. Co. has filed papers evidencing final dissolution. This company disposed of its property some time ago.

Liberty, Ind.—We are installing a new hammer mill direct connected to a 30-h. p. motor, also a half ton feed mixer. We will do custom grinding and mixing and make feeds of our own brand.—H. C. Sharp & Co.

Van Buren, Ind.—We have enlarged our office and retail seed room and painted our large elevator wareroom. We are installing a hammer mill and rewiring our elevator for the additional motors needed to operate the new mill.—E. McVicker, Farmers Equity Exchange.

Indianapolis, Ind.—Bert A. Boyd, who is sojourning at Miami, Fla., reports that the alligator crop is bigger and better than ever, and that he is considering going on an exclusive alligator diet. In spite of this fact, he misses his fellow grain dealers and their meetings. His health is much improved.

Francesville, Ind.—The Myers Bros. Grain Co. has again entered the grain business. The company is now handling grain thru a temporary elevator and expect to rebuild on the old foundation where its former elevator burned a few years ago. The firm will deal in grain, feed, coal and seeds. Myers Bros. are among the oldest grain dealers in Indiana, having first entered the business in 1895.

Indianapolis, Ind.—The annual meeting of the Indiana Millers Ass'n has been fixed for Tuesday, the 18th, at the Board of Trade Bldg., Indianapolis, to begin at ten o'clock. Millers of this state are greatly exercised over the varieties of wheat many farmers contemplate sowing this fall. The two varieties that have been experimented with for a few years have to their credit a better stand against the winter killing condition than some soft wheat varieties; hence farmers are disposed to sow them, notwithstanding they are subject to heavy discount in the market because of the inferior flouring properties. The two varieties are Michikoff and Purkoff, and the first is a hard wheat and the latter ostensibly a soft wheat, but in fact a mixed variety.—Chas. B. Riley, sec'y.

IOWA

Plainfield, Ia.—Lightning slightly damaged the plant of J. Roach Sons on Aug. 20.

Spencer, Ia.—The LaBudde Feed & Grain Co. has opened an office here with E. G. Gessen in charge.

Early, Ia.—W. E. Jackson has been re-elected manager of the Farmers Elvtr. Co. for the 16th consecutive time.

Iowa Falls, Ia.—The Farmers Elvtr. Co. has added gas and oil to its sidelines and delivers with three trucks.

Scranton, Ia.—We installed an automatic coal unloader last month.—J. S. Stewart, mgr., Farmers Elvtr. Co.

Dysart, Ia.—The Tama Benton Grain Co. has overhauled its driveway and installed a Newell Electric Truck Dump.

Northwood, Ia.—The Farmers Co-op. Elvtr. Co. has had the T. E. Ibberson Co. make repairs and paint its elevator.

Winfield, Ia.—A new office building is about complete for the Winfield Elevator & Supply Co. The old one was torn down.

Akron, Ia.—The Akron Flour & Feed Mills are equipping their plant with a McMillin Combination Wagon & Truck Dump.

Kiron, Ia.—Farmers of the vicinity are considering building an elevator, as the only elevator here burned a few months ago.

Sioux Rapids, Ia.—Ryan & Harms will re-roof the annex of their elevator with sheet iron.—Art Torkelson with Lamson Bros. & Co.

Gladstone, Ia.—M. C. Rucker of Belle Plaine has acquired the grain business and retail store of Dostal & Hrabak. He formerly owned the business.

Langdon, Ia.—F. C. Bitters, who bot the local elevator of the Spencer Grain Co. recently, has transferred the real estate to C. I. Ginger for \$1,200.

Ruthven, Ia.—George A. French & Co. have bot the local elevator of the Spencer Grain Co. Mr. French has been manager of the elevator for several years.

Buckingham, Ia.—The Buckingham Grain Co. has installed a new set of scales and a Newell Electric Truck Dump, the Newell Construction Co. doing the work.

Diagonal, Ia.—J. W. Ostrander has leased his Diagonal Elevator to the Allen Grain Co., which operates plants at Tingley, Ellston, Beaconsfield and Grand River.

Forest City, Ia.—We have installed a new leg and new belt and buckets in our elevator and covered the roof with steel roofing.—W. C. Lingren, mgr., Farmers Elevator Co.

Sloan, Ia.—We have just completed a nine bin coal shed to replace the one torn down this summer. It will hold about 500 tons.—T. N. McElwain, mgr., Farmers Cereal Co.

Nemaha, Ia.—The former Farmers Elvtr. is being covered with sheet iron. Davis Bros. & Potter are now operating the house with Pat Brown as local manager.—Art Torkelson.

Allison, Ia.—The Froning Grain & Coal Co. is installing a Newell Electric Truck Dump and overhauling its elevator to enable it to elevate ear corn and run it into the J-B Feed Mill.

Williams, Ia.—C. A. Beall has installed a Richardson 8-bu. Automatic Scale in his elevator and also a Newell Electric Truck Dump, the Newell Construction Co. doing the work.

Oelwein, Ia.—S. C. Sprague & Son are taking out their old attrition mill and replacing it with a Miracle Ace Hammer Mill. The Newell Construction & Machinery Co. is doing the work.

Webb, Ia.—Charles Sergeant of Cherokee and P. J. Grieve of Webb have bot the local elevator of the Spencer Grain Co. The new firm will operate under the name of Sergeant & Grieve.

Elwood, Ia.—The elevator, formerly belonging to the Geo. E. Phelps Grain Co., has been razed. Its present owner, George McDonald of Maquoketa, has moved the material to Lost Nation where he has an elevator.

Callender, Ia.—A. Rustebake is now manager of the Callender Grain Co., succeeding Nels Pearson, resigned. Mr. Rustebake has been manager of the Des Moines Elvtr. Co. and will be succeeded by Martin Egenes of Story City.

Tama, Ia.—N. S. Beale & Son have bot the elevator property of the Farmers Co-op. Co. which they have been renting for the past two years. They have also built an addition to their main elevator to house an oat huller and hammer mill.—N. S. Beale & Son.

Van Wert, Ia.—We bot six elevators located at Weldon, Van Wert, Grand River, Beaconsfield, Ellston and Quigley, Ia., from O. A. Talbott of Keokuk. The firm name will be the J. L. Allen Grain Co., with R. F. Allen as manager. We were formerly located at Parma, Mo.—J. L. Allen Grain Co.

Marne, Ia.—Suit has been filed against the Farmers Co-operative Grain Co., it being alleged by J. T. and D. A. McMahon that the elevator sold grain upon which the plaintiffs claim to have a landlord's lien. The suit amounts to \$291.40, which the plaintiffs claim is the value of the corn sold to them by tenant on the McMahon property.

Nevada, Ia.—B. S. Dickey of the Deola Milling Co. moved his equipment and office into an adjoining building which was acquired to meet requirements for expansion. The new building will house all mechanical equipment for the manufacturing process, the old plant being remodeled for storage. Some additional storage space will also be provided in the newer building.

Royal, Ia.—The Quaker Oats Co. has awarded contract to the T. E. Ibberson Co. for the erection of a new annex. This will hold 25,000 bus. of grain and will be divided into eight bins. There will be a work floor thru the center of the building. The bins will all be hopper bottomed and the building will have a reinforced slab foundation. The walls will be covered with galvanized iron and the roof will be covered with jumbo shingles. This annex will be operated in connection with the present elevator.

Sioux City, Ia.—A special luncheon meeting of the membership of the Sioux City Grain Exchange was held Sept. 8. A large number of business men, aside from members of the Exchange, were invited. Receipts to this market have shown big gains. Some of the addresses presented include: "Organization and Growth of the Sioux City Exchange," by J. C. Mulaney; "Services of a Grain Commission Merchant to the Country Dealer," H. S. Nevillier; "Relation of Transportation to Market Development," H. C. Wilson; "Functions of a Terminal Market," S. P. Mason; "The Import Corn Tariff," M. King; "The Milling Industry," F. A. Bean; and "Weighing and Inspection," by Paul Larson.

KANSAS

Reserve, Kan.—I took over the elevator of Jas. Gilmore.—C. R. Burger.

Byers, Kan.—W. W. Adams is now manager of the Byers Equity Exchange.

Denton, Kan.—Mail addressed to the Farmers Union has been returned marked "Out of Business."

Esbon, Kan.—Wright-Leet Grain Co. plans to install a truck lift in its elevator.—C. M. Lantis.

Lebanon, Kan.—A suction grain cleaner is being installed by the Kansas Farmers Union Elvtr. Co.

Salina, Kans.—Jimmie Quinn is now traveling for Ted Branson Co. soliciting consignments and sales.

Saxman, Kan.—The plant of the Central Kansas Mfg. Co. was slightly damaged by windstorm on Aug. 22.

Agenda, Kan.—The Lindahl Grain Co. plans the addition of an ear corn crib of 10,000 bus. capacity to its plant.

Wakefield, Kan.—Mail addressed to the L. E. Gridley Grain Co. has been returned marked "Moved, left no address."

Tipton, Kan.—We plant to install a batch mixer, a corn chopper and a corn grader some time this fall.—Hake & Son.

Harveyville, Kan.—We have installed a cleaner in our elevator.—C. E. Dewitt, mgr., Harveyville Grange Co-op. Ass'n.

Barnard, Kan.—The C. E. Robinson Elvtr. Co. is replacing its gasoline engine with a 10-h.p. electric motor.—B. H. McBride, agt.

Hutchinson, Kan.—Ed Whalen, local manager of the Beyer Grain Co., has been confined to his home the past several weeks because of illness.

Tribune, Kan.—The Fishman Grain Co. has installed an electric motor for power, making its elevator modern in every respect.—John Meyers.

Hillsboro, Kan.—Plans are being made by the Hillsboro Roller Mills for building a small addition to their plant and installing a hammer mill for feed grinding.

Culver, Kan.—We have replaced our old gasoline engine with a new 7½ h.p. Fairbanks-Morse Totally Enclosed Motor.—Geo. Gray, agt., Shellabarger Mill & Elevator Co.

Wichita, Kan.—We have opened an office to do a strictly cash grain brokerage business, representing mills, elevators and exporters.—J. A. Bushfield, Bushfield Grain Co.

Hutchinson, Kan.—George Bidwell is now local manager of Goffe & Carkener, Inc., succeeding Curry Hopper who is now connected with Lamson Bros. & Co. of Kansas City, Mo.

Glen Elder, Kan.—The plant of the Glen Elder Elvtr. & Mills, Dockstader-Thierolf Grain Co., props., is being overhauled and will be operated by Henry Bodenner and W. B. Delai of Beloit.

Barnard, Kan.—The Morrison Grain Co. is negotiating with local farmers for the sale of its elevator. The farmers are expected to organize a company, but no definite action has been taken.

Kingman, Kan.—The Kingman Mills, which were recently purchased by the Consolidated Flour Mills Co., have been thoroly remodeled and opened grinding operations on Aug. 15.—L. R. Reeves, mgr.

Larned, Kan.—Stockholders of the Pawnee County Co-op. Ass'n have been called on to advance about \$20,000 in cash to tide the company over present financial difficulties. The company has a line of elevators.

Hutchinson, Kan.—Members of the Chamber of Commerce were guests of Wm. Kelly at a noonday luncheon Aug. 29 in the mill stock room of the Wm. Kelly Mfg. Co. Mr. Kelly told of the need for more terminal grain facilities.

Long Island, Kan.—The Thomas Grain Co. has leased its west elevator to a gentleman from Colorado who will operate it under the name of the Long Island Grain Co. C. H. Starr, former manager, will continue at the elevator.

Hutchinson, Kan.—We, with the L. H. Pettit Grain Co., are building the Grain Belt Elvtr. The headhouse will hold 110,000 bus. and we contemplate 225,000 bus. tankage. We expect completion by Dec. 15.—G. D. Estes, Midwest Grain Co.

Moundridge, Kan.—Construction has been started by Chalmers & Borton on concrete storage of 105,000 bus. It is expected that this will be completed by Oct. 15. This is in addition to our present capacity of 125,000 bus.—Moundridge Mfg. Co.

Lebanon, Kan.—We are removing most of the milling machinery from our plant here and are planning on installing a hammer mill, molasses equipment and a batch mixer for feed manufacturing purposes.—C. L. Travelute, C. L. Travelute Grain Co.

Bellaire, Kan.—I have purchased the interest of my partner, O. H. Schenck, in the local elevator which has been operated under the name of the Lebanon Mill & Elvtr. Co. for many years, and am operating under my own name. We had been in business together since 1892. Am planning on making improvements about the elevator, probably including a truck lift and a corn sheller.—C. M. Isom.

Peabody, Kan.—We recently completed construction of a 30x60 ft. warehouse for feed storage and other commodities we handle. Our elevator was improved with a truck dump just before the harvest.—A. J. Rundquist, mgr., Peabody Equity Exchange.

McPherson, Kan.—The Wall-Rogalsky Mfg. Co. has concluded arrangements for an addition of 150,000 bus. storage. Horner & Wyatt, consulting engineers, are preparing plans for the addition which will consist of eight round tanks and four interstice bins. Construction is expected to begin some time this fall.

Barnard, Kan.—There has been so much rain in this country that the ground is saturated and elevator pits suffer from the seepage. The Morrison Elvtr. has an extra deep pit and hasn't been able to handle any wheat for three weeks due to this cause. If the pumps are stopped at night there will be more than two feet of water in the pit before morning.—E. W. M.

Ford, Kan.—We have repaired our elevator. It was necessary to pull back the side of the bin which burst open and re-rod it. Not enough rods was the cause of the bursting. The side had to be repaired almost half way up, and a square about 12x15 ft. was torn out of the bin. The elevator has a capacity of 11,000 bus. C. G. Bisbee is local agt.—G. E. Stockstill Grain Co.

Cunningham, Kan.—Friends of O. B. Baber, manager of the local plant of Bowersock Mill & Power Co., will be glad to learn he is nicely recovering from an accident suffered a month ago when he lost his right eye. Mr. Baber had looked into a car to see how the coopering was progressing just at the moment when the cooperer was in the act of striking a nail in putting up a grain door. It was night and work was being done by artificial light. The cooperer's hammer glanced on the nail head sending the nail spinning in the air. It struck and pierced Mr. Baber's right eye, causing him to lose the sight therein.

Belle Plaine, Kan.—Our elevator, which burned July 29 was of frame construction and had a capacity of 10,000 bus. We had been grinding some feed on Saturday afternoon, but shut down about 5:30 p. m. We were at the elevator at 7:30 to dump a load of wheat and noticed nothing unusual at that time. However, at 5:30 a. m. the next morning the top was ablaze and past saving. The office building which housed the 15-h.p. Fairbanks Engine was only partially burned and little damage was done to the engine. Otherwise the plant was a complete loss. The elevator was also used in manufacturing poultry feeds. It was equipped with a hammer grinder, Eureka Corn Cutter and Eureka Batch Mixer. This machinery was not covered by insurance, but the remainder of the loss was. We are undecided as to rebuilding, but want to make some provision for manufacturing feeds, if we do not rebuild for handling grain.—E. H. Teagarden, Teagarden Mercantile Co.

MARYLAND

Baltimore, Md.—President Warfield has named T. Murray Maynadier, Eugene Blackford, J. A. Manger and J. Murdoch Dennis as a special com'tee of the Chamber of Commerce to establish discounts on the various grades of barley.

Walkersville, Md.—We are installing a No. 10 Randolph Drier here. We are finishing a 25,000-bu. concrete storage addition to our plant at Mount Airy, Md. The McDonald Spencer Engineering Co. had the contract.—Glade Valley Mfg. Co.

MICHIGAN

Pompeii, Mich.—Chatterton & Son have installed a one-ton Munson Feed Mixer.

Bellevue, Mich.—Fred Brand has been re-elected manager of the Co-op. Elvtr. Ass'n.

Jackson, Mich.—The firm name of S. M. Isbell & Co. has been changed to the Isbell Seed Co.

Kawkawlin, Mich.—The Kawkawlin Bean & Grain Co. has installed a Dreadnaught Grinder in their plant.

Delwin, Mich.—Chatterton & Son recently installed a 24-in. 30-h.p. Direct Connected Dreadnaught Grinder.

Kinde, Mich.—Mr. R. H. Kerr, manager of the Farmers Co-op. Grain Co., reports that they are installing four motors of the fully enclosed, self-ventilated, ball bearing type. They are also using SKF ball bearing pillow blocks for their elevator head shafts.

Minden City, Mich.—Bert W. Teeple has been elected as manager of the Farmers Elvtr. Co. for another year.

Williamstown, Mich.—Joseph G. Glaser is entering his 21st year as manager of the Producers Elvtr. Co.

Flushing, Mich.—The Flushing Elvtr. Co. is contemplating the installation of a feed mill in the warehouse building at the rear of their office.

Marion, Mich.—The Marion Produce Co. has installed a Dreadnaught Attrition mill and a cleaner to be driven by three-phase electric motors.

Farmington, Mich.—The Hicks Co. have just completed the rodding of the flour mill operated by Louis Gildemeister with copper cable lightning rods.

Chesaning, Mich.—The Chesaning Farmers Elevator Co. is installing a Gruender Hammer mill with a magnetic spout ahead of it to take out the tramp iron.

Bloomington, Mich.—Manager Whitney of the Bloomington Mfg. Co. reports that they are arranging to install Hyatt Roller Bearings on all of their line shafts.

Fowler, Mich.—Sturgis Bros. are constructing two large reinforced concrete grain storage tanks at the west end of their elevator to increase their storage capacity.

Bancroft, Mich.—Chatterton & Son have bot the site of the Vernon Mfg. Co.'s plant which burned this spring, and have started the construction of a new elevator.

Charlotte, Mich.—Belden & Co. are planning the installation of a complete feed grinding outfit some time this fall to provide more complete service for their farmer customers.

Middleton, Mich.—The manager of the Middleton Elevator, Mr. B. Pomeroy, reports having placed an order for a Magnetic Spout to be placed ahead of their attrition mill to take out the tramp iron.

Millbrook, Mich.—W. J. Butler has recently installed a fully enclosed, self-ventilated G. E. motor to operate his plant in place of the gasoline engine. This motor is controlled by an automatic switch.

Springport, Mich.—The G. E. Bursley Co. elevator has installed American, fully enclosed, self-ventilated electric motors, 3-phase type, for power instead of a gasoline engine. Motors are controlled by automatic switches.

Vernon, Mich.—Chatterton & Son are building a 20,000-bu. bean and grain elevator on the site of the Vernon Mfg. Co.'s plant which burned in June. It will be ready for operation about Oct. 1 and will be known as Chatterton & Son.

Clare, Mich.—The Clare Hay, Grain & Bean Co. has recently installed dreadnaught feed mill with a fully enclosed, self-ventilated, direct connected motor and will carry a full line of feed in addition to providing custom grinding service for the farmers.

Quincy, Mich.—The McKenzie Mfg. Co. has recently completed the installation of an automatic sprinkler system in its flour mills. It has also provided an outside water curtain to protect the concrete block, grain storage tanks located 50 ft. south of the mill.

Lum, Mich.—Mr. Leo Smoke, who is now operating the elevator at this station has installed a J. B. hammer mill with a magnetic spout ahead of it to take out the tramp iron. The motors are of the fully enclosed, ventilated type with automatic control switches.

Mt. Pleasant, Mich.—The reinforced concrete, fire resistive grain storage, being built by Harris Milling Co. at this station is nearing completion. Fully enclosed, self-ventilated motors are being used for power, and these motors will be controlled by automatic switches.

Sanford, Mich.—The elevator formerly operated by W. H. Allswede here has been torn down and moved to Vernon, Mich., where it is owned and operated by Chatterton & Son of Lansing. There is no other elevator at this station. A retail feed and coal business is to be established here by Ludwig Segerlund about Oct. 1.—X.

Casnovia, Mich.—The St. Louis Roller Mills Co. of St. Louis, Mich., has bot the Casnovia Elvtr., operated for more than 40 years by J. L. Norris & Son. It will henceforth be known as O'Melia Mills Plant No. 2. The O'Melias have operated a flour and feed mill at St. Louis for 45 years. John A. Lemkuhle of St. Louis will be local manager.

Brent Creek, Mich.—The Brent Creek Elvtr. Co. has recently installed a 10 h.p. fully enclosed, self-ventilated 3-phase motor for power instead of the kerosene engine formerly used. They have also wired the plant for electric lights, all wiring being entirely in conduit. Motor is controlled by a full automatic type, across-the-line starter enclosed in a dust-tight case with push button control.

Saginaw, Mich.—Hart Bros. expect to use anti-friction bearings throughout for a line shafting in their new grain elevator and will install a Gruendler hammer mill equipped with a magnetic separator to take the tramp iron out of the feed and powered by a 50 H.P., fully enclosed, self-ventilated induction motor. All of the other motors in the plant will be of the fully enclosed, self ventilated type.

Decatur, Mich.—Guy Curtis, formerly manager of the Kent City Co-op. Elvtr. Co., has recently organized a company to take over the mill and elevator at this station formerly operated by the Decatur Co-op. Ass'n. The company will operate under the name of Decatur Elevator Co., and Mr. Curtis will be manager. Considerable improvements are under way to put the plants in first class condition, as they have been idle for several years.

MINNESOTA

Red Lake Falls, Minn.—The Red Lake Falls Mlg. Co. has remodeled its elevator.

Willmar, Minn.—N. O. Nelson has rented the property of the Farmers Elvtr. Co.

Waseca, Minn.—Ed. Eggers has been re-elected manager of the Waseca Co-op. Elvtr. Co.

Audubon, Minn.—Henning Londeen has succeeded Mr. Olson as manager of the Farmers Elvtr. Co.

Kasson, Minn.—The Farmers Grain & Stock Co. has repaired its two elevators and installed a coal scale.

Rockcreek, Minn.—The feed mill of Ansel Glader burned recently. The loss was covered by insurance.

Vernon Center, Minn.—H. Grothberg has established a feed grinding enterprise here in the business section of town.

DeGraff, Minn.—George F. Welsh has had Winter Universal Elevator Drives installed in his elevator by the Hogenson Construction Co.

Lake City, Minn.—The Farmers Elvtr. Co. is having its 50,000-bu. elevator covered with galvanized iron. The T. E. Ibberson Co. is doing the work.

Waterville, Minn.—We repaired our elevator roof and installed a Clow-Winter Drive in place of the chain drive formerly used.—John Fahning, prop., Equity Elvtr. Co.

Thief River Falls, Minn.—The Farmers Co-op. Grain Co. of Plummer has bot the Hanson-Barzen Mlg. Co. Elvtr. It will be operated in connection with the farmers' own plant.

Tyler, Minn.—The Utoft Grain Co. has completed a 30,000-bu. elevator, built to replace the one which burned some time ago. It is of wood construction and iron clad and contains the latest in equipment.

Duluth, Minn.—D. L. Williams has been elected to membership in the Duluth Board of Trade. The memberships of J. W. Jackson and C. L. Spaulding have been transferred.—Charles F. Macdonald, Sec'y.

Park Rapids, Minn.—The Farmers Produce Exchange has awarded contract for remodeling the outside of its elevator. The building will be completely iron clad. The T. E. Ibberson Co. has the contract.

Minnesota Falls, Minn.—H. J. Svien has leased the plant of the Minnesota Falls Elvtr. Co. which has been closed the past year. He has been manager of the Hazel Run Produce Co. at Hazel Run for the past several years, recently resigning that position.

Rosewood, Minn.—An effort is being made to have the local elevator of the Hanson-Barzen Mlg. Co. reopened this fall. It has been closed two years when the company became defunct. The company was reorganized some time ago under the name of the Math Barzen Co. and has reopened a number of elevators. It is said that J. M. Shie, formerly of Mavie, will be in charge.

Milan, Minn.—C. O. Christenson has been rehired as grain buyer for the Farmers Elvtr. Co.

Redwood Falls, Minn.—I took over the DeWerd Feed Mill on Aug. 1 and am doing business under the name of Redwood Mlg. Co. Am in the feed and flour business only.—Paul Voss.

Atwater, Minn.—Vernon A. Peterson has resigned as manager of the Atwater Mlg. Co., having bot an elevator at Cokato with M. Anderson. He will be succeeded here by Mr. Rhodes.

Tyler, Minn.—We installed a Bauer 24-in. Attrition Mill and two 25-h.p. motors. We are now installing a Bauer Hammer Mill to grind corn on the cob. We moved our old building south of the elevator and arranged it for both mills and for commercial feeds.—Tyler Co-op. Co.

Hartland, Minn.—The plant of the Farmers Elvtr. Co. was sold at public auction recently for \$4,000. The purchasers were Ole Horpedahl, Hans Madson, P. N. Pederson, Albert Opsahl, Oscar Bartness, Iver Foley and P. G. Olson. It is understood the elevator will be reopened.

New York Mills, Minn.—The Farmers Elvtr. Co. has repaired the damage done to its plant by a recent windstorm. The entire building has been covered with iron and Hinkley Head Drives, Fairbanks-Morse Enclosed Type Motors and Hinkley Back Stops installed. The T. E. Ibberson Co. did the work.

Red Lake Falls, Minn.—E. A. Caye of Detroit Lakes, who has been employed by the Detroit Elvtr. Co. for the past four years, has taken over the Northern Pacific Elvtr. of the Hanson-Barzen Mlg. Co., which was formerly run by Mose Ducharme but has been closed since March. Mr. Caye is installing a new dump and will be open for business at once.

MINNEAPOLIS LETTER.

C. M. Larson, who has been with the Gee Grain Co. for 30 years, has been retained as supt. by the North Dakota Wheat Growers Ass'n which recently bot the elevator of the Gee company.

Walter Vye, with W. P. Devereaux & Co., is retiring from the grain trade and will leave for California where he will engage in the retail shoe business, probably at San Diego. Mr. Vye was formerly head of the Vye Grain Co.

We are building a 1,000,000-bu. fireproof elevator on the C. M. & St. P. Railroad. It will be known as the Stewart Elvtr. The Fegles Construction Co. has the contract and it is to be completed by Dec. 1.—J. W. Stewart, Banner Grain Co.

The Andrews Grain Co. has started construction of a 500,000-bu. elevator. It will cost about \$75,000 and is an addition to the present 600,000-bu. elevator. The James H. Brown Co. has the contract and the work will be completed within 60 days.

Construction has started on the concrete storage bins which will increase the capacity of the Archer Daniels Midland Co.'s plant 500,000 bus. This will give the plant a total capacity of 5,000,000 bus. It is expected the addition will be completed about Nov. 15.

B. L. Simmons, for many years prominent in the local grain trade, died Aug. 26 at Rochester. At one time he was sec'y and treas. of Nye, Jenks & Co. and for a time was in charge of the state terminal at Grand Forks. More recently he has been with an elevator construction concern. He was 65 years of age.

MISSOURI

Oak Grove, Mo.—The Oak Grove Grain Co. incorporated; by Hubert Roach and F. L. Ferguson; to engage in the grain business.

Fulton, Mo.—The Yantis Mlg. Co. is installing a poultry feed unit to its plant. The new unit will be electrically operated.—P.

Armstrong, Mo.—F. L. Summers, who has operated the elevator of J. E. Walkup and L. F. Fife under lease for a number of years, has bot the building.

Sturgeon, Mo.—J. R. Harper, for the past five years manager of the Pollock Elevator here, has been named as manager of the Pollock Mill & Elevator Co. of Mexico, Mo. He succeeds C. W. Edmonston, who resigned to accept a position in entirely different line of business, life insurance.—P. J. P.

St. Joseph, Mo.—Preparations are now under way for the pouring of the concrete footings for the first units of the proposed \$3,000,000 addition to the Quaker Oats Co. plant at 11th and Atchison streets. A large force of men the past few days erected a concrete plant to be used during the construction of the grain storage tanks, the car-dumping house and transformer house. A huge hopper, large enough to hold 130 cubic yards, or 193 tons, of sand and gravel, was put in place over the big concrete mixer. Work has now started on the construction of a conveyor to carry sand and gravel from the railroad cars to the hopper. The construction company has 80 men at work and the pile company has three crews totaling 90 men at work driving the piles, while the grading contracting firm has about 30 men on this job. The grading company, with two shifts at work, is making good headway. Three pile-driving outfits are being worked eighteen hours a day, the night work being done under flood lights. It will be several days before concrete is poured for the footings.—Sec'y N. K. Thomas.

KANSAS CITY LETTER.

Am on the road now for Simonds-Shields-Lonsdale Grain Co.—C. N. Congleton.

The Kansas Flour Mills Corporation is moving its offices from the Postal Telegraph Bldg. to the New York Life Bldg.

Curry S. Hopper, who has joined Lamson Bros. & Co.'s local branch, is an applicant for membership on the Board of Trade, succeeding C. F. McCord who resigned.

Lamson Bros. & Co. have opened their new office in the Board of Trade Bldg., which is said to be one of the finest equipped brokerage offices in the west. About \$35,000 was expended to equip it.

ST. LOUIS LETTER.

W. H. Toberman of the Toberman Grain Co. was elected pres. of the National Hay Ass'n at the annual meeting held in Fort Wayne, Ind.

A proposal to reduce the number of directors of the Merchants Exchange from 10 to 8 failed to receive sufficient votes to carry. The smaller membership than when the original rule was adopted led to the proposal.

Wm. F. Geigel, for a number of years wheat buyer and manager of the elevators of the Valier & Spies Mlg. Corp., has gone to Great Falls, Mont., in the wheat merchandising department of the Patton-Kjose Co.

New members recently elected to membership in the St. Louis Merchants Exchange include Elmer A. Luehrmann, of the Luehrmann Milling & Grain Co., St. Louis. The membership of Ernest H. Kuhlman, St. Louis, has been transferred.—C. B. Rader, Sec'y.

St. Louis, Mo.—The proposal to amend the rules of the Merchants Exchange to the effect that all grain bot or sold in the St. Louis market must be under St. Louis official weights was defeated by a vote of the members. This would have precluded the sale of grain on destination weights.

MONTANA

Whitetail, Mont.—The Northland Elvtr. Co. has bot the plant of the Larson Bros. Elvtr. Co.

Hingham, Mont.—Karl Hovland is the new manager of the Farmers Elvtr. Co., succeeding L. M. Amdahl, resigned.

Baker, Mont.—The Equity Co-op. Ass'n is having another Winter's Drive installed in its elevator by the Hogenson Construction Co.

Winnett, Mont.—Frank Nelson has resigned as manager of the Montana Elvtr. Co. and will enter the grain business for himself. Austin Saylor will succeed him.

Greybull, Mont.—The Greybull Elvtr. Co. is building a 40x64 ft. warehouse for beans and farm implements. New motors and truck dump are being installed in the elevator.

Bozeman, Mont.—We bot the 85,000 bu. elevator from the Gary Hay & Grain Co., and am operating under the name of the Sweet Co. C. W. Sweet is pres.—C. W. Sweet.

Conrad, Mont.—The Equity Co-op. Ass'n has added G. E. Motors, Winter Head Drive and roller bearings to its elevator. New legs were installed. The T. E. Ibberson Co. did the work.

Gettysburg, Mont.—A. F. Scott, who has been manager of the Occident Elvtr. Co. for four years, has been transferred to Sidney where he will have charge of the elevator of the same company.

Wibaux, Mont.—The Occident Elvtr. Co. is installing a steel boot tank, Kewanee Dump and 10-ton Fairbanks Scales. Roller bearings have been installed in the two elevators operated by the company. The Hickok Construction Co. did the work.

Hobson, Mont.—The Basin Elvtr. Co. is a subsidiary corporation of the Judith Mfg. Co. and was formed to handle the grain end of the business. General offices of both companies are at Lewistown, Mont. The Judith Mfg. Co. recently bot the plant of the Montana Flour Mills Co. at Lewistown. The Basin Elvtr. Co. was not directly connected with that deal in any way as the elevator at that point is connected with the mill and will not deal directly with the farmers.—Basin Elvtr. Co.

Ingomar, Mont.—A new 20,000-bu. 11-in. elevator is being built here by the T. E. Ibberson Co. for the International Elvtr. Co. who already operated an elevator here. The old elevator is being wrecked to make room for the new building. A 100-bu. Fairbanks Hopper Scale will be used for weighing out grain. An 18x8 dump scale, 10-ton, will be used for receiving grain and this will be equipped with a Strong-Scott Air Dump. The elevator will have one leg and power will be furnished by a 10-h.p. Fairbanks Morse Engine.

Whitewater, Mont.—The Big Flat Grain Co. has secured a site here. This town is on the new Sacco Great Northern extension. A new elevator will be built by the T. E. Ibberson Co. for this company. The building will have 25,000 bus. capacity and be divided into 13 bins. There will be one leg with 11 by 6 buckets, and the power will be furnished with a 15-h.p. engine located in an engine room and office building attached to the driveway. A 100-bu. Fairbanks-Hopper Scale will be used for weighing out purposes, and a Fairbanks 10-ton 16-foot Special Dump Scale will be used in the driveway for receiving purposes. This scale will be equipped with a Kewanee Air Dump. Work will be started at once.

NEBRASKA

Upland, Neb.—The Farmers Elvtr. Co. has installed a Winter Dump.

Wood River, Neb.—J. W. Luebs is now manager of the Co-op. Grain Co.

Morrill, Neb.—John Jirson is just completing construction of a new elevator.

Kimball, Neb.—The Kimball Mill & Elvtr. Co. has installed a Winter Type W Dump.

Primrose, Neb.—Joe Voboril has succeeded H. E. Watts as manager of the Farmers Elvtr. Co.

Marquette, Neb.—I replace H. C. Orbin as manager of the Marquette Elvtr. Co.—P. Lorenson.

Bayard, Neb.—The Midwest Grain Co. of Omaha has bot the local elevator of Walford & Whitman.

Endicott, Neb.—I plan to remodel and enlarge my elevator, installing a car loader and manlift.—Oscar Vanier.

Arapahoe, Neb.—W. S. Curry, manager of the Farmers Co-op. Grain Ass'n, died unexpectedly on Aug. 6.

Roseland, Neb.—F. W. Jones has installed a Winter Type W Dump in his elevator, W. C. Bailey making the installation.

Randolph, Neb.—I have purchased the grain and coal sheds of J. J. Mullaney and have opened for business.—C. J. Ronan.

Geneva, Neb.—The Hynes Elvtr. Co. has installed a Winter Type W Dump. The W. C. Bailey Construction Co. did the work.

Lodge Pole, Neb.—The elevator of R. F. Miller was slightly damaged by fire recently. The blaze originated in the basement.

Sunol, Neb.—J. S. Evans bot the property of Fenske Bros. on Aug. 1 and now operates it under the name of the Sunol Lumber & Grain Co.

Creston, Neb.—G. W. Viergutz of Columbus recently bot the elevator and lumber yard of the Farmers Lumber & Grain Co. Ernest Moran will replace Cam Moran as manager of the plant.

Ayr, Neb.—We recently installed a Fairbanks-Morse 5-h.p. enclosed motor to operate our elevator. The old gasoline engine has been retained as auxiliary power in case the electric current fails.—A. Taedter, mgr. Ayr Coop. Mercantile Co.

Fordyce, Neb.—The J. J. Mullaney Grain Co. has repaired its elevator and installed a dump and scale. The work was done by the Younglove Engineering Co.

Lyman, Neb.—The new E. S. Young & Co. elevator is completed and now in operation. The 24,000 bushel up-to-date plant contains 20 bins and is electrically operated throughout.

Superior, Neb.—Black Bros. Mfg. Co. has opened its local elevator. The Birchard Construction Co. is doing the repair work and installing a 15-ton Fairbanks Truck Scale.

Cedar Rapids, Neb.—A. Peterson, formerly manager of the Farmers Grain & Supply Co. at Dannebrog, is now manager of the Farmers Co-op. Elvtr. Co. here, replacing I. B. Flinn.

Riverton, Neb.—S. S. Crilly, owner of the Riverton Elvtr., has installed an air pressure truck dump and a seven-ton scale. He expects to replace his engine with an electric motor.

Central City, Neb.—More commodious quarters are being prepared for the general office of the T. B. Hord Grain Co. and the office force expects to move into them within a few days.

Hastings, Neb.—We expect to have to move our elevator or raze it and build a new one this fall, as the present location is being demanded by the railroad.—T. W. Schulz, Schulz & Gruis Grain Co.

Humboldt, Neb.—The O. A. Cooper Co. is building an addition to its milling plant to house machinery for grinding all kinds of stock feeds, including corn, oats and alfalfa, as well as equipment for grinding and mixing special feeds for poultry and hogs.

Aurora, Neb.—We are assembling material preparatory to installing a 10,000 bu. leg in our elevator here, with other receiving equipment for handling our transfer business. A power man-lift is also being put in.—F. H. Little, agt. T. B. Hord Grain Co.

Phillips, Neb.—A new No. 3 J B F Type Direct Driven Hammer Mill is being installed by the Farmers Grain Co. It is fitted with a 50 h.p. enclosed G. E. motor.—H. E. Toof, mgr. Farmers Grain Co.

Bloomfield, Neb.—The J. J. Mullaney Grain Co. has installed a 10-ton wagon scale and a Kewanee All-Steel Truck Dump. The dump shed was also repaired. The W. W. Borin Lumber Co. has wrecked its elevator. Both jobs were done by the Younglove Engineering Co.

Hastings, Neb.—A. J. Orth, known as the "Deacon," formerly with Koehler-Twidale Grain Co. here, is now at Ottawa, Ill., connected with the E. J. Feehery & Co. He is to be transferred to some point in Iowa in the near future, it is understood. The "Deacon" was with Armour Grain Co. at one time.

Bazile Mills, Neb.—Bazile Mills, one of the oldest landmarks in north Nebraska, is being razed. The mill was begun in 1871 by William Saunders, Sanford N. Saunders and Samuel D. Brooks, founders of the community, who hailed from Connecticut. All the life of the early community was built around its greatest establishment, the mill.—Art. T.

Omaha, Neb.—Beginning Sept. 1, all hay arriving at Omaha for members of the Hay Exchange is inspected by federal state hay inspectors, and the Hay Exchange has adopted the official hay standards as its standards. These standards are also the official standards of the State of Nebraska. J. C. Pederson, formerly an inspector for the Hay Exchange, has taken the required training at the Buro's hay laboratory in Kansas City and has been licensed as hay inspector by both the Federal and State Departments of Agriculture.

YORK SERVICE

is a Foundry, Machine Shop, Sheet Metal Shop and men with ten to forty years of experience in making "things" for elevators and mills.

A complete service, use it.
The phone is Number 7, York

York Foundry & Engine Works

YORK, NEBR.

We have a catalog; want it?

Polk, Neb.—We plan to install a feed grinder, probably a hammer mill, some time this fall.—W. A. Carnine, Farmers Grain & Stock Co.

NEW YORK

Canton, N. Y.—Charles H. Rogers has installed a feed mill.

Buffalo, N. Y.—Robert C. Bacon of Chicago has been granted a membership in the Corn Exchange.

Buffalo, N. Y.—The Commander-Larabee Corp. has bot the plant of Thornton & Chester from the Miller-Appleton Corp.

New York, N. Y.—Charles A. King, aged 83 years, a member of the Produce Exchange and on the Board of Managers in 1885, died recently.

New York, N. Y.—The following have applied for membership in the Produce Exchange: Charles D. Henley, James L. Hudson, Ludwig E. Goetz and Franklin L. Mallory.

New York, N. Y.—It is expected that trading in unlisted securities on the Produce Exchange will begin on Oct. 1. The most recent sale in exchange memberships was at \$16,500.

Buffalo, N. Y.—Henry T. Kneeland, Jr., for many years a member of the local grain trade, died recently at Saranac Lake after a long illness. He was manager of the Electric Elvtr. Co. for a number of years.

Chaffee, N. Y.—The James H. Gray Mfg. Co. and the R. B. Cornell & Co. have rebuilt the elevator which burned during the early part of 1928 and are equipping the line shafts and some of the elevator head shafts with SKF ball bearings. They are also installing a Sprout Wal-dron magnetic separator ahead of the feed mill and using a steel leg for elevating the ground feed to the bagger. The spout between the feed mill and the elevator boot is lined with heavy gauge sheet metal. All of this precaution is being taken to eliminate the possibility of fire from the process of grinding feed.

NORTH DAKOTA

Willow City, N. D.—The Farmers Elvtr. Co. has repaired its plant.

Guthrie, N. D.—The Farmers Elvtr. Co. has installed a grain dump.

Werner, N. D.—The Equity Elvtr. & Trading Co. has installed a distributor.

Parshall, N. D.—The Farmers Co-op. Elvtr. Co. has installed a distributor.

Rawson, N. D.—The Farmers Co-op. Elvtr. Co. will install a grain cleaner.

Grafton, N. D.—The Farmers Co-op. Grain Co. has installed new equipment.

Springbrook, N. D.—The Farmers Elvtr. Corporation will install a power motor.

Rolette, N. D.—Clare Lewis of Umbria is now manager of the Farmers Elvtr. Co.

Minnewaukan, N. D.—The Knox Elvtr. Co. has installed an automatic dump.

Minnewaukan, N. D.—The Co-op. Elvtr. Co. has installed a new loading spout.

Leeds, N. D.—M. J. Cullen of Bismarck has bot the plant of the Cargill Elvtr. Co.

Fonda, N. D.—W. F. Mallis has been re-elected manager of the Farmers Grain Co.

Blaisdell, N. D.—The Farmers Elvtr. Co. bot the elvator of the Grain Elvtr. Co. for \$10,000.

Carrington, N. D.—Mr. McCallum is now in charge for the Winter-Truesdell-Diercks Co.

Newville, N. D.—The Thompson Elvtr. Co. is a new firm. M. F. Bertrand is the manager.

Sherwood, N. D.—A. C. Sorenson has been re-employed as manager of the Sherwood Elvtr. Co.

Hickson, N. D.—The gasoline storage house of the Equity Elvtr. & Trading Co. burned recently.

Calvin, N. D.—Mail addressed to the Farmers Co-op. Elvtr. Co. has been returned marked "Closed."

Granville, N. D.—The Farmers Co-op. Elvtr. Co. has reorganized and the business will be continued.

Courtney, N. D.—Robert Turner is now manager of the Farmers Co-op. Ass'n, succeeding H. W. Hooper.

Gwinner, N. D.—Frank Molmgren is now manager of the Farmers Grain Co., succeeding Joe L. Manning.

Buffalo, N. D.—R. S. Davidson is now manager of the Farmers Elvtr. Co., succeeding M. C. Osman, resigned.

Argusville, N. D.—Mail addressed to the Producers Mill & Elvtr. Co. has been returned marked "Removed."

Fleece (Joliette p. o.), N. D.—The Fleece Elvtr. Co. has reopened for business with H. E. McConnell in charge.

The Galchutt Elvtr. Co. of Galchutt is a new member of the North Dakota Grain Dealers Ass'n.—Sec'y P. A. Lee.

Independence, N. D.—The Andrews Grain Co. of Minneapolis has installed a Winter Dump in its elevator in Independence.

Burnstad, N. D.—The Independent Elvtr. Co. incorporated; capital stock, \$25,000; by H. F. Peters, E. Peters and J. Fiechtner.

New England, N. D.—The Bagley Elvtr. Co. is building a cribbed annex. The Hogenson Construction Co. is doing the work.

Gardner, N. D.—Harry Reynolds of the Gardner Grain Co. has been ill. M. C. Ossman of Buffalo is taking his place temporarily.

Bisbee, N. D.—The Farmers Elvtr. Co. has installed electric motors. Val C. Gores was recently re-elected as manager of this company.

Robinson, N. D.—Farmers Union Elevator installed a new double distributor recently. The work was done by Hogenson Construction Co.

Wabek, N. D.—L. A. Larson is now manager of the Farmers Elvtr. Co., succeeding J. Hanon who resigned to take a similar position at Flasher.

Kintyre, N. D.—We have installed two Winter Drives and four new motors, two of 5 h.p. and two of 2 h.p. single phase.—Kintyre Farmers Co-op. Elvtr. Co.

Monango, N. D.—The Empire Elvtr. Co. is installing a new steel boot tank and making general repairs. The Hickok Construction Co. is doing the work.

Benedict, N. D.—Andrew Welk has succeeded F. T. Klein as manager of the Farmers Elvtr. Co. Mr. Klein is now with the I. L. Berge Grain Co. at Mercier.

Fort Rice, N. D.—The Fort Rice Equity Exchange is having considerable repair work done on its elevator, the work being done by the Hogenson Construction Co.

Johnstown, N. D.—Alfonso June has succeeded O. A. Swenson as manager of the Johnstown Grain Co. The latter resigned to become manager of the Farmers Elvtr. Co. at Green.

Linton, N. D.—The Farmers Elvtr. Co. will build a 30,000-bu. house with cleaner equipment during 1929. This will be used in connection with the old house.—A. Politiski, Farmers Elvtr. Co.

Pickardville, N. D.—P. H. Raugust will manage the elevator of the Pickardville Grain Co., which was recently purchased by himself, M. J. Cullen and F. C. Tousley from the Pickard Elvtr. Co.

Dawson, N. D.—The Southside Farmers Union, Inc., has installed two Strong-Scott Head Drives and Fairbanks-Morse Totally Enclosed Motors. The Hogenson Construction Co. did the work.

Rhame, N. D.—The Equity Union Elvtr. Co. is installing a double distributor in its local elevator and a Strong-Scott Pneumatic Dump in the elevator at Ives. The Hickok Construction Co. is doing the work.

Freda, N. D.—Work has been started on a 20,000-bu. elevator for the Freda Grain Co. and will be completed in time for the harvest. The Hogenson Construction Co. has the contract. A coal shed will also be built.

Williston, N. D.—The Big Flat Grain Co. has but the Independent Elvtr., owned for several years by Gerald Miles. Thomas Lillethun will act as manager. The Big Flat Co. is a subsidiary of the Winter-Truesdell-Diercks Co.

Linton, N. D.—E. C. Kruger has accepted a position with the Warehouse Corporation of Minneapolis to re-engage in the grain business. The company will open the house which was operated last season for the Grain Growers by Frank Baumgartner.

Fessenden, N. D.—The Reebe Grain Co. of Minneapolis has but the line of elevators owned and operated by W. W. Lyness of Fessenden under the name of Regan & Lyness Elvtr. Co. The deal includes elevators at Heimdahl, Manfred, McClusky, Mercer and Tuttle.

Crosby, N. D.—The Farmers Co-op. Elvtr. Co. has been organized as a result of a meeting of the local units of the Farmers Union. The new company has 173 stockholders signed at \$50 a share.

Cooperstown, N. D.—The Great Western Grain Co. has awarded a contract to the T. E. Ibberson Co. for coal sheds. The building will be 112 ft. long and will be divided into 8 bins. It will have a reinforced concrete slab foundation.

Ashley, N. D.—I bot the elevator formerly run by the Farmers Ass'n with John Schmidt as manager. We have recently incorporated as the Miles Elvtr. Co. with myself as pres. and mgr.; C. A. Dow, vice-pres.; M. D. Pepee, sec'y; A. M. Dow, treas.—P. C. Miles, Miles Elvtr. Co.

Walcott, N. D.—I have built a 20,000-bu. grain elevator equipped with Strong-Scott Dump, Richardson Weighing Out Scales, and Fairbanks Wagon Scales. The elevator was built by the Hogenson Construction Co. I also installed a disc cleaner and a Diamond Huller Feed Mill.—P. A. Frederickson.

Omeme, N. D.—Peter Paulus is the new agt. for the International Elvtr. Co. Mr. Paulus was formerly with the Equity Co-op. Exchange at Bathgate, N. D. The latter elevator was sold to Mr. Hubert of Grand Forks, traveling supt. for the National Elvtr. Co. It is now managed by Mr. Evert.

Donnybrook, N. D.—We have completed our elevator which was built to replace the one which burned June 13, 1928. It is now ready for business. The new house has a capacity of 22,000 bus. is operated by electric power, has a Strong-Scott Air Dump and electric motors. It was built by the Hickok Construction Co.—Otto Howes, agt., Woodworth Elvtr. Co.

Eckelson, N. D.—The Powers Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for the erection of a 100,000-bu. annex which will be used in connection with its present cleaning plant. This building will be divided into 12 bins and will have a reinforced slab foundation. The building will be completely covered with galvanized iron. Large conveyors at the top and bottom of this building will handle the grain. A work floor will run thru the entire length of the building. Work will commence at once.

Parshall, N. D.—The Robideaux Grain Co. is installing a Randolph Direct Heat Drier. The drier and furnace are being installed in a fire-proof building of tile steel sash, fire doors and concrete roofs. This is the first drier installation that has been made in a country station in the northwest, and is to be used particularly for the handling of combined grains. The elevator has been motorized and Winter Direct Elevator Drives installed in the heads with Fairbanks Enclosed Fan-Cooled Motors. The Hickok Construction Co. is doing the work.

Brinsmade, N. D.—The elevator owned here by the independent dealer, Ira Bingham, burned to the ground and he has awarded contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. elevator. This elevator will be divided into 16 bins and will be equipped with one leg. The building will be completely covered with iron and will have a reinforced slab foundation. A Big 3 Cleaner will be installed. A 1,500-bu. Richardson Automatic Scale will be used for weighing out. A Fairbanks-Morse 10-ton Scale will be used for receiving grain. This will be fitted with a Strong-Scott Air Dump. The power will be furnished by G. E. Enclosed Type Motors. Work will commence at once on this building. A large office building will be attached to the driveway.

Heimdahl, N. D.—The elevator owned and operated by the Equity Farmers' Elvtr. Co. at this place burned recently. The directors awarded the contract for a new 35,000-bu. elevator to the T. E. Ibberson Co. This elevator will have 18 bins and 2 legs. The power will be furnished by a 20-h.p. Fairbanks-Morse Engine. There will be a full basement engine room which will be located under the office building, attached to the driveway. The foundation will consist of reinforced concrete slab. There will be a dust house built independent of the elevator. These buildings will be covered with galvanized iron. A Fairbanks-Morse 10-ton Scale will be used in the driveway for receiving purposes and a Strong-Scott Air Dump will be fitted to this scale. A 5-bin coal shed will be built on the same site. Materials have been ordered and work will be started at once. A big 3 cleaner will be used in this plant.

Columbus, N. D.—The Farmers Co-op. Elvtr. & Mercantile Co. has installed a Winter Universal Head Drive.

OHIO

Melvin, O.—W. A. Ewing is installing a Sidney Roller Bearing Corn Sheller.

Toledo, O.—Fred Wickenhiser of John Wickenhiser & Co. will be 39 years old on Sept. 23.

Hicksville, O.—Our east elevator has been electrified.—H. Grover, mgr., Hicksville Grain Co.

Van Wert, O.—The Van Wert Equity Exchange has installed a Sidney Roller Bearing Corn Sheller.

Circleville, O.—The London Mill Co. is reported to have acquired the Circleville Milling Co.'s properties here.

Dawn, O.—The Dawn Grain & Supply Co. is installing a motor driven hammer mill furnished by the Sidney Grain Machinery Co.

Chris Egly of Fort Wayne, Ind., has applied for membership in the Ohio Grain Dealers Ass'n. Joe L. Doering secured the application.

New Vienna, O.—Boden Bros. incorporated; 500 shares of no par stock; by George E. Boden, Orland G. Boden and Ella Boden; to engage in the grain business.

Lindsey, O.—Jones & Hempy have leased and re-opened the Lindsey Elvtr. The elevator was formerly operated by the Forest Co-op. Co. and was sold at receivers' sale recently to Morris Meyer.

Thirty-three new members have had the privilege and distinction of having their names added to the honorable rolls of the Ohio Grain Dealers Ass'n since the Lima meeting.—W. W. Cummings, Toledo, O., sec'y.

Stony Ridge, O.—We are installing a McMillen Dump and a 24-in. Bauer Attrition Mill (direct drive) instead of our 20-in. belt drive. We are also putting individual motors on all our machines and legs.—Elliott & Beasley.

Lykens (Chatfield p. o.), O.—The elevator owned by H. D. Miller of Bucyrus burned Aug. 24 with a loss estimated at \$25,000. About 400 bus. of wheat, 1,000 bus. of oats and a carload of farm implements were destroyed.

Defiance, O.—We will move and equip our North Clinton St. Elvtr. with a grinder. We will have one of the most up-to-date mills in Defiance. This will be done just as soon as the rush of harvest is over.—Farmers Co-op. Co.

Mortimer (Findlay p. o.), O.—The Mortimer Grain & Supply Co. went into the hands of a receiver last spring and we are operating the elevator temporarily on a rental basis during August and September.—McManness Mfg. & Grain Co.

Columbus, O.—The Ohio Farm Bureau was recently severely criticized at a meeting at Van Wert for introducing Fulghum oats and durum wheat into Ohio. The Farm Bureau, however, has had nothing to do with the introduction of either of these two grains and does not have anything to do with recommending any particular variety of grain to the farmer. The Farm Bureau has been confused with the Extension Department and the Crop Improvement Ass'n.—Maurice R. Maney, grain department.

Richwood, O.—O. P. Lenox died Aug. 27 at the home of his son, R. W. Lenox of the Lenox Elvtr. Co. Mr. Lenox was 79 years of age and years ago was well known thruout central Ohio as a grain man and livestock buyer. Born and raised here, he started in the grain business in 1884 and from that time was actively engaged in the business, operating several elevators, until 1913, when he retired. He then lived in Columbus until the death of his wife six years ago. He is survived by two sons and a daughter.

The fall meeting of the Ohio Grain Dealers Ass'n will be held Tuesday, Oct. 23, at the New Southern Hotel, Columbus, O., starting with a luncheon at 12 noon. It is expected that Mr. Bennett Chapple, vice-president of the American Rolling Mill Co., courteous hosts at the recent Middletown gathering, members of the Ohio Grain Dealers Ass'n, will be there with another "real" message. S. T. Edwards, feed plant designer and engineer, Chicago, is also expected. The speakers will appear on the program right after the luncheon. There will be a directors meeting at 7:30 p. m., Monday, Oct. 22, at the same place.—W. W. Cummings, Toledo, O., Secretary.

Metamora, O.—Sam Rice celebrated his 51st birthday Sept. 7.

Ohio grain dealers will hold their 50th annual midwinter meeting in Columbus, probably on Oct. 23. John Motz is arranging the program. Expect Bennett Chapple and S. T. Edwards. "It is my idea," states the capable secretary, W. W. "Bill" Cummings, of Toledo, O., "to follow the meeting at Columbus with local meetings in Postoria, Mansfield and Marion a week or so later and then about Dec. 1 have a group session at Greenville, Middletown and Washington C. H. I hear that L. J. Schuster of C. A. King & Co., Kent D. Keilholtz of Southworth & Co., and Joe A. Streicher and your humble Ohio Grain Dealers Ass'n sec'y will attend the Boston meeting. There undoubtedly will be others."

OKLAHOMA

Atoka, Okla.—P. E. Barnum is now manager of the Atoka Mlg. Co.

Kildare, Okla.—The Farmers Co-op. Elvtr. & Supply Co. of Newkirk is contemplating building an elevator in Kildare.

Guymon, Okla.—The Light Grain & Mlg. Co. has repaired its elevator which burst open, spilling 4,000 bus. of wheat on the ground.

Apache, Okla.—John Derby, an employee of the Farmers Union Elvtr., injured his foot when he caught it between a chain and cog at the elevator.

Bison, Okla.—The Star Mill & Elvtr. Co. of Hennessy has leased the elevator formerly operated by W. B. Johnston. Harry W. Minton is local manager.

Enid, Okla.—Work on the plant of the Pillsbury Flour Mills is progressing rapidly. The elevator adjoining the new mill is nearly ready to receive grain.

Pauls Valley, Okla.—J. A. Lollar, pres. of the Pauls Valley Grain & Seed Co., has bot the buildings of the Pennington Grocery Co., which will be used for storage.

The following have been admitted to membership in the Grain Dealers Ass'n of Oklahoma: Lenapah Grain & Hay Co., Lenapah, and Page Elvtr. Co., Allen.—C. F. Prouty, sec'y.

Prague, Okla.—G. W. Thompson & Son have torn down their old grist mill and are now in the process of completing a new grain elevator. Grist mill service will be continued in the new building.

Salt Springs (Freedom p. o.), Okla.—Our firm name has been changed to the Salt Springs Grain Co. We will build new coal bins this fall.—Garrett Williams, mgr. (Salt Springs was formerly a p. o.)

Miami, Okla.—John M. Fuser, pioneer livestock farmer, has constructed a 10,000-bu. grain elevator on his farm. He believes it will facilitate his cattle feeding operations and thus pay for itself in five years. The original cost was \$5,000. With a capital of \$500, Fuser came to Oklahoma from Missouri 20 years ago. The fortune he has reaped from agriculture and livestock raising is estimated at \$100,000.

PACIFIC NORTHWEST

Mabton, Wash.—The McDonald Grain Co. has installed a grain elevator at its warehouse.

Seattle, Wash.—The Mikkelsen Grain Co. has made an assignment for the benefit of its creditors.

Connell, Wash.—The warehouse of W. O. Marshall, containing 100,000 bus. of wheat, burned recently with a loss of \$100,000.

Washtucna, Wash.—I have completed a 100,000-bu. warehouse on the O. W. Railway. I operate under my own name.—Frank Hurst.

Portland, Ore.—W. A. Kearns, who has had charge of the Seattle office of H. W. Collins, has been transferred to Portland where he will have charge of the local office.

American Falls, Ida.—The Power County Farmers Warehouse Co. has recently completed an addition to its warehouse and is now putting on another addition.—Northern Grain Warehouse & Marketing Co.

Rupert, Ida.—S. J. Hawkins is building a 10,000-bu. grain elevator on his trackage property adjacent to his alfalfa mill and warehouse. It will be equipped with hydraulic unloading machine and a Strong-Scott Dump. The elevator is to be finished for this season's crop.

Scio, Ore.—The Scio Mill & Elvtr. Co.'s plant burned on Aug. 30 with a loss of \$50,000. Insurance of \$30,000 was carried. The plant was erected in 1892 and whether it will be rebuilt has not been decided. Efforts to combat the fire were hampered as all water pipes were inside the building.

Cambridge, Ida.—The Cambridge Grain & Seed Co. has opened for business in the former Tri-State warehouse building. The company is a partnership organized by Joe Holcomb of this city and C. E. and D. L. Davisson of Weiser to buy and sell grain, field seeds and farm products. Ralph Buck is mgr.

Pocatello, Ida.—Officers of the Northern Grain Warehouse & Marketing Co. are P. J. Tryon, pres. and general mgr.; Irene K. Tryon, vice-pres.; George W. Meek, sec'y and treas. The business was established June 1, 1928. We have just completed a 220,000-bu. warehouse at Ririe, Ida., and will construct a warehouse at Malad, Ida., next spring of the same capacity.—Northern Grain Warehouse & Marketing Co.

PENNSYLVANIA

Bangor, Pa.—The plant of the Flory Mlg. Co., Inc., was damaged to the extent of about \$15,000 by fire resulting from sparks from a grinding machine.

SOUTH DAKOTA

Bristol, S. D.—The Farmers Elvtr. Co. will build a new office.

Pierpont, S. D.—George Moe is now manager of the Co-op. Elvtr. Co.

Andover, S. D.—Herman P. Marske is now manager of the Empire Elvtr. Co.

Vayland, S. D.—The Vayland Equity Exchange has installed Winter Elevator Drives.

Yankton, S. D.—The plant of the Farmers Elvtr. Co. was damaged by a windstorm on Aug. 22.

Irene, S. D.—The elevator of Riley & Arneson has been repaired by the Younglove Engineering Co.

Kidder, S. D.—The Kidder Equity Exchange has installed a Winter Type W Pneumatic Grain Dump.

Leola, S. D.—Repairs were made on the Montana & Dakota Elevator here. The T. E. Ibberson Co. did the work.

Mobridge, S. D.—The Farmers Elvtr. Co. has completed its new elevator which is equipped with the latest machinery.—A. T.

Hecla, S. D.—The Eagle Roller Mill Co. has installed a 10-ton Fairbanks Scale and Strong-Scott Dump. The T. E. Ibberson Co. did the work.

Harold, S. D.—A new dump and other repairs are being added to the Pettyjohn Elevator at this place. The work is being done by the T. E. Ibberson Co.

Faith, S. D.—Wm. O'Loughlin of Baker, Mont., will commence at once the construction of a grain elevator which will have a capacity of about 30,000 bus.

Cresbard, S. D.—The Eagle Roller Mill Co. has installed a Fairbanks-Morse Motor and Hinchley Head Drives, the T. E. Ibberson Co. making the installation.

Raymond, S. D.—The Eagle Roller Mill Co. has installed Fairbanks-Morse Enclosed Type Motors and Hinchley Head Drives in its elevator. The T. E. Ibberson Co. did the work.

Claremont, S. D.—The elevator and coal sheds of the Farmers Equity Union Elevator Co. have been painted. A new rope drive was installed and general repairs made in the course of overhauling.

Lesterville, S. D.—The J. J. Mullaney Grain Co. has installed a Fairbanks 10-ton Dump Scale and Kewanee Dump, also repaired its dump shed. The work was done by the Younglove Engineering Co.

Winfred, S. D.—The Winfred Grain Co. and the Madison Grain Co. have consolidated with W. G. Williams as manager of both elevators. Winfred now has only two grain firms, the other being the Farmers Elvtr. Co.

Buffalo Gap, S. D.—I bot back the Black Hills Grain & Seed Co. from E. C. Smoot. The name will remain the same. I own all the stock in the corporation. We handle grain, lumber, coal, flour and feed. Business is very good.—W. F. Nolan.

Richmond (Aberdeen p. o.), S. D.—We have installed a 20-ton Fairbanks Scale, truck wagon dump, rope drive on elevator leg and a new cleaner.—Ralph C. Gelling, mgr., Dean Grain Co.

Isabel, S. D.—O'Loughlin & Bergenson of Baker, Mont., are building a 30,000-bu. double leg elevator. It will be equipped with a disc cleaner. R. Schmidt, former second man for the Isabel Equity Exchange, will be manager.—Isabel Equity Exchange.

Tulare, S. D.—Jim Carlow resigned his position as manager of the Tulare Grain Co. to accept a connection with a Minneapolis grain commission house, with headquarters at Pierre, S. D. For the time being the elevator is closed. Mike Anderson, sec'y, will look after what business there is to be attended to.

Faulkton, S. D.—The Faulkton Farmers Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for a coal handling plant. This building will be 97 feet long and contain 8 bins and will be operated with mechanical equipment for unloading coal. The leg in this elevator will be all steel and have 16-inch buckets and be operated with a G. E. Motor. This equipment will handle both hard and soft coal. Work has been started on the coal plant. Considerable other improvements are being made on the grain elevators. The coal plant will be an iron-clad building.

Onida, S. D.—The Sully County Farmers Co-op. Co. has completed an elevator. The elevator is 28x31 feet on the ground and cribbed 48 feet to the eaves with 4 ft. of additional center cribbing. This is built on a reinforced concrete slab. The office and engine room is 21x16 on the ground and is built attached to the driveway. The engine room is partitioned off at the rear of the offices and engine room building. The elevator has 13 bins, the side bins being flat bottom type. Two legs are equipped with 11x6 buckets, serving the bins from a double distributor. For weighing in the grain there is a 10-ton 16x8 scale fitted with a Strong-Scott Dump located in the driveway, and for weighing out the grain or re-weighing the house, there is a 2,000-bu. Richardson Automatic Scale located in the cupola. The elevator has a "T" type work floor where there is located an Emerson 4-unit Cleaner and a flax cleaner. The boot tank is of ¼-inch steel and is of extra large type. The power for the entire plant is supplied by a 20-h.p. engine which is cooled from a cistern located under the office building. For access to the cupola there is a Strong-Scott Manlift. The entire plant is covered with galvanized iron. The T. E. Ibberson Co. had the contract.

SOUTHEAST

Mobile, Ala.—The Mobile & Ohio Railroad has installed an Eureka 1,500-bu. Oat Clipper in its elevator.—W. E. Kennedy, foreign freight agt.

Mobile, Ala.—The proposition of the construction of an elevator by the State Dock Commission has been abandoned for the time being.—William L. Sibert, chairman and chief engineer, Alabama State Docks Commission.

TEXAS

Farnsworth, Tex.—The plant of the Sharon Grain Co. burned recently.

San Antonio, Tex.—The Texas Cotton Exchange and Board of Trade incorporated; capital stock, \$500; by L. E. Mounger, D. W. Snyder and Alice Mounger.

Fort Worth, Tex.—H. G. Isbell, who has been operating the Isbell Grain Co. for the past two years, has moved to Amarillo where he will operate under the same name.

Dallas, Tex.—Fire, reported as being caused by choked elevator in the plant of the Morten Mlg. Co. on Aug. 28, was almost immediately extinguished by automatic sprinklers with very small loss.

Fort Worth, Tex.—C. E. Muchmore, formerly engaged in the grain business here a while back, has gone to work for some big mill at Great Bend, Kan.—Royce T. Dorsey, Dorsey Grain Co., Fort Worth, Tex.

Amarilla, Tex.—We have moved our business from Fort Worth to this market, having closed our offices there to operate from this point at this time. We specialize in handling milo and kafir and made this move in order to be in the center of activity.—H. I. Isbell, Isbell Grain Co.

Spearman, Tex.—My elevator of 32,000 bus. has just been completed. It is built in such a way that an additional 10,000-bu. storage unit can be built at any time at slight expense. We have taken advantage of the dry sub-soil and about half of this storage capacity is below ground level, having a shed dump which will hold three carloads. The machinery is of the latest type, anti-friction bearings thruout, and includes the suction cleaner and a Richardson 10-bu. Automatic Weigher. The machinery was purchased from the White Star Co. The construction is, of course, novel, but is proving quite satisfactory. The big house is under lease to C. B. Cozart, Inc., of Amarillo and O. B. Lawrence is in charge.—R. L. Porter.

WISCONSIN

Saukville, Wis.—The LaBudde Feed & Grain Co. is building an elevator.

Beloit, Wis.—Krause Bros. have succeeded Luety Bros., feed and grain.

Fall Creek, Wis.—O. W. Niebuhr, Sr., of Niebuhr & Son, died recently.

Clintonville, Wis.—The Co-op. Elvtr. Co. has installed mixing machinery for the manufacture of feeds.

Wilson, Wis.—The O. & N. Lumber Co. has bot the local elevator and feed mill of Ivan Henninger.

Milwaukee, Wis.—The Riebs Grain Co. has placed contracts for the repair of its grain elevator and workhouse which burned two months ago.

Wyocena, Wis.—Phil Grotevant is revamping the plant of the Farmers Co-op. Ass'n and will install the large size S. Howes corn cutter and grader.

Milwaukee, Wis.—The rate of interest for the month of September has been determined by the finance com'te of the Chamber of Commerce at 6%.

Milwaukee, Wis.—The Ladish-Stoppenbach Co., with elevators and malt houses in Milwaukee and Jefferson, Wis., has increased its capital stock to \$500,000. Herman W. Ladish is pres. and general mgr.

Milwaukee, Wis.—George W. Shepard, member of the Milwaukee Chamber of Commerce, died of late.

WYOMING

La Grange, Wyo.—The Farmers Elvtr. Co. has installed a Winter Type W Dump.

Veteran, Wyo.—A 6,500-bu. studded and iron-clad elevator has been built here by R. M. Cottier of Yoder. Western Engineering Co. had the contract. The property is being operated as the Veteran Grain & Lumber Co. under the local management of Oscar Guth.

Torrington, Wyo.—The recently completed elevator we just finished has a capacity of 8,500 bushels. The plant is equipped with a 10 h. p. Type "Z" Fairbanks Morse Engine, a Winters Trunk Dump and a cleaner. We are located on the Union Pacific. I am manager.—Oscar Smigh, Veteran Grain & Lbr. Co.

Water in Elevator Pits.

Northern Kansas had so much rain this year that the bottom lands became saturated. Elevators along the Solomon, Saline and Smoky Hill Rivers had considerable difficulty with water getting into the pits and interfering with operation. Late in July floods were reported at Hoisington. These were followed shortly after by the Saline River going out of its banks above and below Salina.

For three weeks following the latter occurrence one of the elevators at Tescott was unable to receive grain. It had a deep pit common in early elevator construction, but this was not waterproof and seepage kept it filled to a two foot level in spite of almost constant operation of a pump. Other elevators at the same point and at other points along the river were able to operate but had to start the pumps several times a day to clear the pits.

The empty foundation digging of an old building at Tescott which had been torn down was constantly filled with water to a depth within 6 feet of the ground level for a month

following these rains. Homes about the town reported cellars in disuse because of water which could not be kept out.

The value of water-proof pits which will stay dry when a grain movement starts and keep out seepage from saturated soil is demonstrated in the frequent tie-ups that occurred along the rivers this summer.

Leo Potishman Wins New Membership Race.

Leo Potishman of Fort Worth, Tex., ran away with first honors for the number of new members obtained this past eleven months for the Grain Dealers National Ass'n. His score was 36. Altogether 220 new members were admitted. Last year but 176 joined.

George E. Booth, a director of the organization from Chicago, who has repeatedly won first place, but who has refused any sort of a booster prize this past year, came in second in the race with 24 new ones. George just about has them all in his territory.

Stratton Grain Co., Chicago, secured 19; E. P. Wingate, Denver, 10; W. J. Edwards, St. Louis, 8; W. H. Harter, Minneapolis, 8; L. H. Connell, Denver, 6; President C. D. Sturtevant, Omaha, 5; A. O. Olson, New Ulm, Minn., 4; C. J. B. Currie, Boston, Mass., 4.

The following secured three new members: Edgar Thierwechter, Oak Harbor, O.; Alex S. MacDonald, Boston, Mass.; R. E. Wiese, St. Joseph, Mo., and W. A. Hottensen, Milwaukee.

Those obtaining two new recruits include: Barney O'Dowd and E. H. Sullivan, Kansas City; E. J. Whalen, Wichita, Kan.; Ben E. Clement, Waco, Tex.; J. M. Adam and Picker & Beardsley, St. Louis; H. L. McIntyre, Seattle, Wash.; Henry E. Lewis, Oswego, N. Y.; Alex Kay and D. Rothschild, Chicago; Louie Schuster, Toledo, O.; Fred W. Scholl, Cincinnati, O.; Otto Kettenbach, San Francisco; Federal Mill & Elevator Co., Lockport, N. Y.

200,000 Bushels' Daily Capacity HESS DRIERS

NOW BUILDING

Bastian Grain Co., Chicago, Ill.	- - -	18,000 Bushels
Panama Pacific Elevator, Victoria, B. C.	- - -	18,000 Bushels
Norris Grain Co., So. Chicago, Ill. Cap. now added	- - -	18,000 Bushels
Total daily capacity at this elevator 54,000 bushels.		
Quaker Oats Co., St. Joseph, Mo.	- - -	36,000 Bushels
New York Central Ry. Co., Export Elevator	- - -	110,000 Bushels
Weehawken, N. J.		

The World's Largest and Finest Elevators Use Hess Driers.

HESS WARMING AND VENTILATING CO.

1207 SO. WESTERN AVE., CHICAGO, ILL.

HESS DRIER CO. OF CANADA, LTD.

68 HIGGINS AVE., WINNIPEG, MAN.

Patents Granted

1,679,880. Grain Door. Jos. A. Schmitz, Chicago, Ill. The grain door comprises a series of boards extending horizontally across the door opening, a brace bar removably secured at its lower end to the floor of the car and extending upwardly and overlapping the boards, a horizontal cross bar intermediate the edges of adjacent boards, and means detachably connecting the brace bar to the cross bar.

1,679,467. Seal. John L. Dinsmoor, New York, N. Y. A seal formed of a strip of flexible material including in combination two tubular studs formed from the strip, each of the studs having an intumed outer flange, an orifice near one end of the strip adapted to be entered by one of the studs, the other of the studs adapted to telescope over the first mentioned stud, the studs and orificed strip-end being adapted for interlocking by compression.

1,682,374. Corn Sheller. Albert E. Gilman, Ottawa, assignor to King & Hamilton Co., Ottawa, Ill. In a corn sheller, the combination with a casing having a shelling concave therein, of a shaft journaled in the casing having a shelling cylinder secured thereto and cooperating with the concave when the shaft is rotated, an outlet in the casing for the cobs and husks, and beater blades secured to the shaft outside of the concave casing.

1,682,872. Measuring Bulk Material into Batches. Wm. Mayo Venable, Pittsburgh, Pa., assignor to Blaw-Knox Co., of New Jersey. Apparatus for handling, storing and apportioning bulk material, comprising in combination a source of supply, a charging hopper, a measuring device, a storage bin, an endless conveyor for distributing the material, a conveyor for delivering material from the source of supply to the endless conveyor, a conveyor for delivering material from the charging hopper to the measuring device and a common drive for the various conveyors.

1,682,285. Dust Separator. Geo. Keith, London, assignor to James Keith & Blackman Co., London, Eng. A centrifugal apparatus for dust separation comprising a fan impeller and a fan casing comprising an impeller chamber

of non-volute form in which the heavily dust-laden fraction of fluid being treated is separated from the relatively dust-free fraction, and a spiral chamber coaxial with the impeller chamber, into which spiral chamber the impeller chamber opens axially to permit the passage of the relatively dust-free fraction to the spiral chamber.

1,679,450. Bag Holder. Jas. Thompson, Greeley, Colo. The holder comprises two stationary arms; stationary hooks projecting downwardly from the arms; movable hooks adapted to extend below the arms and be movable along their length; and resilient means arranged to force the movable hooks away from the stationary hooks, the resilient means comprising a spring having a coil substantially at its mid-length, one arm of the spring being fixed, the other arm being operatively connected with the movable hook.

1,682,128. Attrition Mill. Richard S. Iglehart, Springfield, assignor to Bauer Bros. Co., Springfield, O. The mill comprises a rotatable grinding head, a drive shaft for the head, a rotatable ring secured to the head, a second stationary ring co-operating with the movable ring, a spout leading to the center of said head, the spout consisting in part of a removable portion divided vertically thru which the shaft passes, the sections of the removable portion being extended to a point above the highest point of said rings so as to expose the entire rings when the sections are removed.

1,681,113. Grain Door. Alfred Gillingham and Edmund Bjork, Regina Beach, Saskatchewan, Canada. In a grain door for box cars, the combination with a door frame including uprights, top plate and sill, of a boss carried by the sill adjacent each upright and having its upper face inclined inward and having a central orifice, a tubular bearing member depending from the top plate in central alignment with each of the aforesaid orifices, door leaves each provided with a cylindrical member extending upward into the tubular bearing members and cut at an incline at their lower ends corresponding to the incline of the aforesaid bosses, and projections extending downward therefrom to turnably fit the orifices of the bosses.

1,682,281. Grain Door Strip and Post Protector. Sylvester L. Joiner, McGregor, Tex. A combined grain door strip and side door post protector located interiorly of the car at the side of the door opening and comprising a sectional metallic housing composed of spaced relatively heavy angle bars having angularly related

webs, a wood filler strip arranged between and filling the space between the angle bars and adapted to receive the fastening devices for securing a grain door to the car, and means carried by the webs of the angle bars for securing the latter to the car and for holding the filler strip in position between the angle bars, the sectional metallic housing permitting the ready removal and replacement of the wood filler strip, the angle bars being rounded exteriorly at the outer edges to present rounded surfaces at the corners of the combined grain door strip and side door post protector.

1,679,963. Car Seal. Andrew J. Eason, San Bernardino, Cal. A seal for car doors comprising a U-shaped member of flat resilient material, one of the arms of said member having a curved outer portion, said portion having apertures therethru, the other arm being bent to provide a flat portion, a plate having an upstruck tongue fastened to the flat portion, a curved plate having three adjacent edges fastened to the flat portion and overlying the same, a second curved plate having an upstruck tongue secured to the under side of the first mentioned curved plate, the curved plates being adapted to have the curved portion of the first mentioned arm inserted therebeneath, the upstruck tongues being adapted to engage in the apertures to prevent removal of the arm from beneath the curved plates.

Supply Trade

Newark, N. J.—In order to supply the enormous demand for its motors the American Electric Motor Co. is building another factory in this city.

Stanwood, Ia.—Herman and Ed Koch have applied for patent on a grain blower, which it is claimed can be used for blowing grain direct from wagon or truck direct to farm bin or elevator bin.

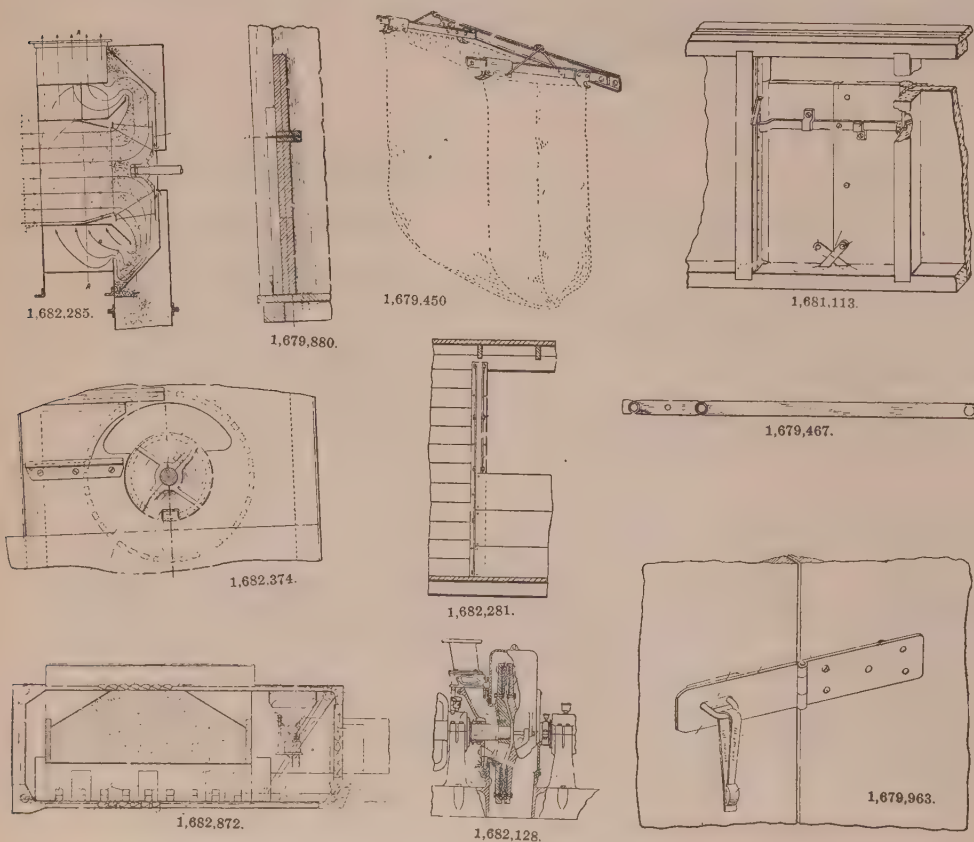
Marion, O.—The Grain Machinery Co. has just issued its Bulletin No. 15 which gives detailed information relative to the Haines Feed Mixer. Readers of the Journal who are interested in the mixing of feeds should send for this bulletin.

Marshalltown, Ia.—We have outgrown our factory facilities in this city and are compelled to make a move. Though we are in the midst of the best selling season in our experience we are going to do the job right and move into a better building which we purchased in Ft. Dodge, Ia.—David Lennox, Jr., Rosco Huller Co.

Courtesy is one of the salesman's principal assets. Courtesy begets courtesy. The courteous salesman is invariably confronted by the courteous prospective customer. Selling is not urging. It is inviting. It depends for success largely upon personal appeal. Inviting personal appeal is rooted in courtesy. Be courteous and you insure the effectiveness of your selling methods.

Charles W. Lonsdale, president of Simonds-Shields-Lonsdale Grain Co., Kansas City, a member of the Board of Directors of the Chamber of Commerce of the United States and connected with other improvement com'tes of the Chamber, will continue as Chairman of the Foreign Commerce Com'te during the coming year.

"The Chicago Board of Trade is the most economical agency in the World for the distribution of foodstuffs."—Herbert Hoover, before a Com'te of Congress. Quoted from "Things You Should Know About the Chicago Board of Trade (1920)," by E. S. Rollins. If anyone should be in a position to know whether or not the grain exchanges are economical in operation, Mr. Hoover, with his several years of experiences during the Food Administration, was certainly in a splendid position to find out first hand.



Head Drive with Corn Cleaner and Dust Collector.

A corn cleaner and grain conditioner has been brot out by the Clow-Winter Mfg. Co., for operation in connection with that company's well known spiral worm gear elevator drive.

away and leaves the elevator cupola clean, to desired advantage.

In addition to natural spreading of grain by elevator buckets, a series of agitators constructed on the order of circular saw blades are spaced properly and caused to rotate by a

chunks of ice, split cobs, silks and stalks. Their rotation is fitted to deposit these foreign obstacles into a trough, which leads to a special coarse screening bin.

The suction chamber is equipped with dampers that are already built in and piped from distributor side of the head to the suction inlet of the fan.

This cleaner arrangement cleans grain while elevating in both receiving and loading operations. No grain can pass without first being cleaned before it passes on into the bin or car for shipment. This gives the operator the pleasure of being able to clean the grain twice if necessary without the necessity of re-elevating. The entire operation is simultaneous with operation of the leg.

The force of air passing thru the grain dries each kernel of grain. This operation is especially valuable to users that have grain which requires reconditioning, as in case of high percentage moisture. Elevator operators cannot afford to be without an arrangement whereby they can take care of emergency cases and protect stored grain from becoming bin burnt or spoiled.

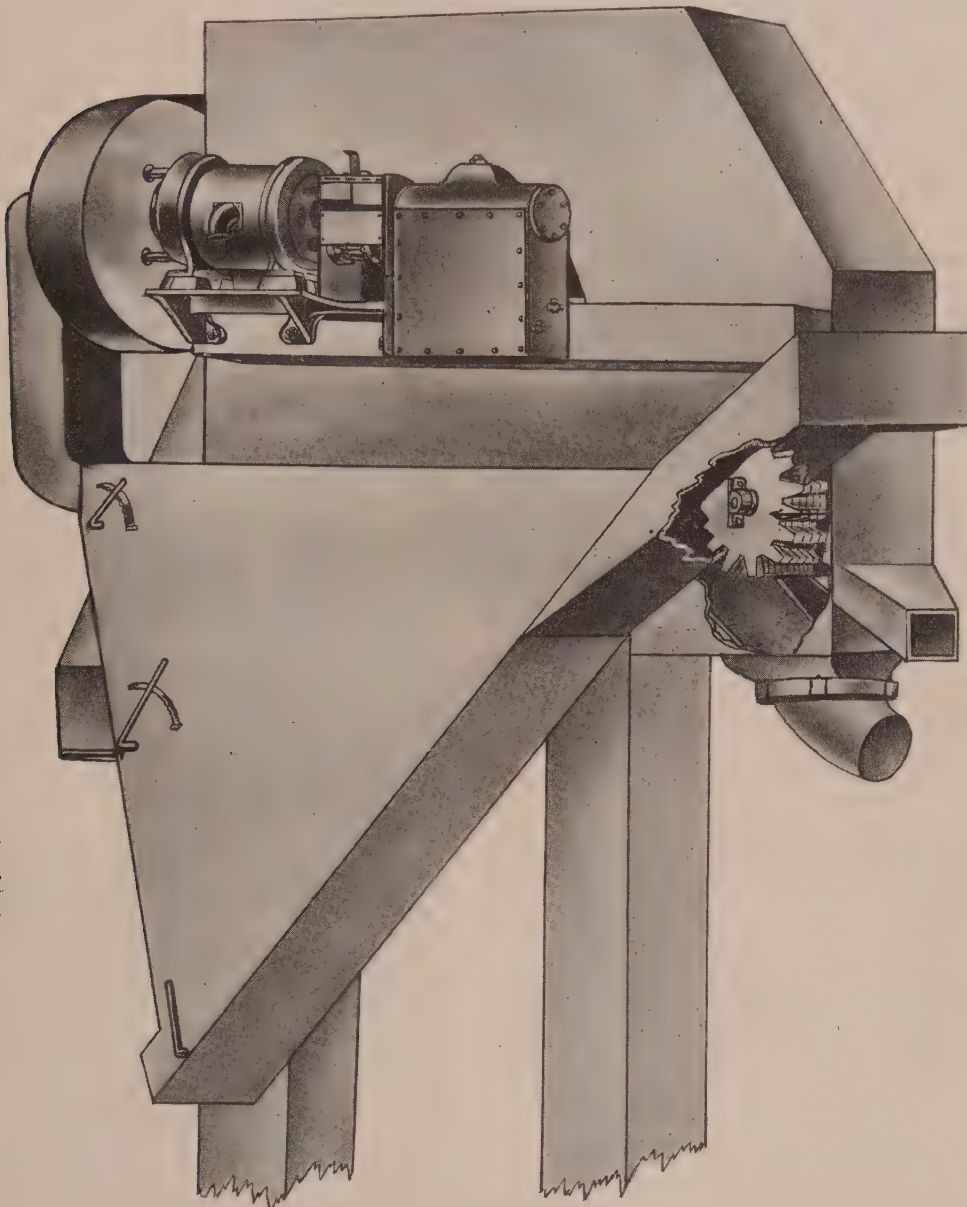
Results obtained by this machine on wheat are very remarkable. It removes the smut, the greatest part of the dust, conditions the grain and oftentimes raises the value by two or three cents per bushel.

The motor shaft and the worm shaft are connected with a flexible coupling of the same type as used in rotary pumps and saw mills. This coupling eliminates all the possibilities of a bind on motor or worm bearings, as the flexibility will withstand invisible misalignments up to .008 of an inch.

A back stop is incorporated in such a way that it automatically releases in time of operation, automatically engages when motor stops rotating either because of electricity, undue strain, or sudden jolt caused by buckets catching on obstruction. The back stop automatically engages and prevents the buckets from traveling backwards, choking up the boot and tearing the buckets off the belt.

The smut campaign waged persistently by the Omaha Grain Exchange for several years past is producing gratifying results. The new wheat being received at Omaha from territory where the Exchange co-operated with the Agricultural College at Lincoln contains less smut than in former years.

Fumigating gas killed the father of 9 children in Chicago last week. Potassium cyanide was being used to generate hydrocyanic acid gas. Using fumigants which are poisonous and hazardous to human life and are not self-announcing is a costly undertaking, particularly so when there are safe fumigants on the market which are better, cheaper and more efficient.



Head Drive with Corn Cleaner and Dust Collector.

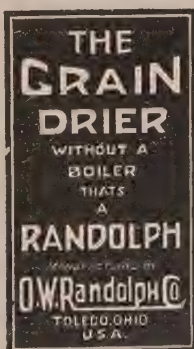
The complete unit consists of one 7½ or 10-h.p. motor, suction fan, suction chamber, agitator or scalper.

The motor is mounted directly on the elevator head, connected to head shaft with spiral worm gear which is totally enclosed and runs in a bath of oil, with a steel motor base firmly prefixed to gear housing which holds motor rigidly in line with spiral worm gear shaft.

A large suction fan is placed on the opposite side of the motor shaft capable of developing 2 inches pressure, which is sufficient volume to take out all of the undesirable material as well as the dust, silks, chaff and straws. The exhaust pipes carrying the dust are piped into the dust house.

Suction is applied to the grain very systematically. The inlet to the suction chamber comes thru the open door of the leg on the work floor of the elevator, in fact the same door which is used for observing operation of the leg belt. Traveling buckets on the belt cause an air current to go up and instead of piling up air pressure in the head of elevator leg and causing the dust to escape thru all cracks and leg openings, the suction fan takes the pressure

chain drive in elevating head shaft in the opposite direction of the grain flow. These blades not only agitate the grain and expose it to suction but remove all foreign obstacles such as



Elgin Flour & Feed Co., Elgin, Ill.

This plant is equipped with a Randolph Direct Heat Grain Drier

Seeds

Spokane, Wash.—The Spokane Seed Co. recently moved into new and more advantageously located quarters.

Mt. Vernon, O.—D. W. Kaiser of Danville, O., will continue operation of the business of the Knox Feed & Seed Corp., recently acquired from John C. Dennis.

Thomas L. Carmichael, 63 years old, president of the Goodall Seed Co., Toronto, Ont., died very suddenly at his home recently. He was born and educated in Toronto.

Pauls Valley, Okla.—Larger quarters were recently acquired and are now being occupied by the Pauls Valley Grain & Seed Co., facilitating the better handling of seeds, grain and hay.

Jackson, Mich.—The Isbell Seed Co. has succeeded S. M. Isbell & Co. There is no accompanying change in management, tho the capital has been increased to permit further expansion.

Emmetsburg, Ia.—Richard Burn of the Dakota Improved Seed Co., Mitchell, So. Dak., has acquired the Emmetsburg Seed House. The business will be continued with G. Klingaman, formerly of Waterloo, Ia., in charge.

F. E. Tonn, farmer of Haven, Kan., is the champion wheat grower of Reno County this year. His wheat produced 40.2 bushels per acre, tested 61.5 pounds and made 15.35 per cent protein content. F. R. Frank of Turon took second money.

Cambridge, Ida.—The Cambridge Grain & Seed Co. has been organized to handle field seeds, grain and other farm products, by Joe Holcomb of Cambridge and C. E. and D. L. Davisson of Weiser. Ralph Buck will manage the affairs of this new enterprise.

Weslaco, Tex.—The Reuter Seed Co., of New Orleans, La., has opened a merchandising branch here. The company also operates another branch at San Benito, Tex. The Texas Seed Co., it will be remembered, recently engaged in the seed and feed business here also.

John P. Salzer, former president of the John A. Salzer Seed Co., of La Crosse, Wis., died there on Aug. 23 at the age of 66 years. He was treasurer for a number of years prior to 1917, at which time he became president, which office he filled until the time of his prolonged illness.

Chickasha, Okla.—Work is progressing rapidly on the new \$20,000 plant of the Oklahoma Improved Seed Co., replacing the buildings lost by an insured \$50,000 fire on July 1. The old properties covered an acre of ground. The new warehouses, etc., will be sheet metal covered and occupy a space about 200 by 100 feet.

Iowa Agricultural Experiment Station will distribute two new varieties of winter wheat this fall in 1½ bushel lots of "Iobred" and "Toturk." The first variety averaged 2 bushels more than the home grown in 113 tests covering 4 years, and is a favorite because of its ability to withstand Iowa weather. "Toturk" holds production records to date.

Harry E. Fiske, vice-president and treasurer of the Fiske Seed Co., Boston, Mass., died at his home in Brookline, Mass., on Aug. 21, after a three year illness. Mr. Fiske was manager of W. W. Rawson & Co. of Boston, and a member of the old firm of Fottler, Ficke & Rawson, both of which he took over in organizing the Fiske Seed Co. He is survived by his widow and a son, Paul.

Hard wheat has for the first time been successfully grown on a large scale in British Columbia. Soft wheat has been grown in small quantities for several years in the Okanagan, but it was not until 1927 that the producers sold it for export. Heavy rains last fall prevented them from planting soft wheat, and as an alternative Marquis wheat seed was imported from Alberta.

Alfalfa seed certification was approved and the service recommended strengthened at the Western States Regional meeting of the International Crop Improvement Ass'n at Salt Lake City, Utah, Aug. 20-21. Red and blue tag grading of certified seed was generally satisfactory so no changes were offered. An attempt will be made to clarify the significance of the yellow tag with the words "Sample Grade Only," 96% purity.

New York State's new seed law amendments, effective Sept. 1, found in "Chapter 803 of the Laws of 1928," deals with labeling seed mixtures, definitions, exemptions and provisions for seed tests. These amendments, went into effect as Article 9 of the Agriculture and Markets Law (Chapter 48. Laws of 1922 as Amended). Those wishing a copy thereof may secure same by making application for Circular 356, Department of Agriculture and Markets, Albany, N. Y.

"Kanota" oats produced 56.9 bus. per acre at the New Jersey Agricultural Experiment Station, an increase of 55 per cent over the commonly grown midseason type yielding 36.7 bus. Barley was found to be more profitable than even the best oat varieties. "Alpha" produced best, making 2,158 pounds per acre, or 336 pounds above the best producing oats variety. Barley is more responsive than oats to improve soil conditions and is a satisfactory feed for all classes of livestock, states the bulletin.

Grimm, Cossack and Canadian Variegated were the only varieties of alfalfa on the agronomy farm of the Iowa Agricultural Experiment Station to withstand the severe rigors of the past winter and spring satisfactorily. The common domestic and regional strains were practically 100 per cent winter-killed. Utah seed was also found wanting. Sweet clover weathered thru the season in good condition, while domestic red clover suffered about a 60 per cent damage. None of the imported varieties of red clover stood the test, all being practically 100 per cent winter-killed.

Californians held a meeting in San Francisco on Aug. 13 for the distinct purpose of organizing a State Seed Council. Lester Morse presided. The late Mr. A. J. Ogaard, executive sec'y of the Farm Seed Ass'n of North America, outlined the proposed program of organization, also presenting some of the problems confronting the industry, stressing the importance of the value of co-operation among the different phases of the industry. Among those present were representatives of the agricultural college, the seed regulatory work, official seed analysts, pure seed ass'n, grain and seed dealers, etc. All favored the project.

Minot, No. Dak.—The Roy Aney Seed & Nursery Co., Inc., with a capital stock of \$50,000, will open for business in Minot early in October, it is announced by Roy Aney, who will be president and general manager, and G. A. Bodmer of Kenmare. Mr. Aney resigned his position in the agricultural department of the Soo Line railroad on Sept. 1. Construction of a new elevator and warehouse on the Soo Line at a cost of between \$15,000 and \$20,000, including complete seed cleaning equipment, is contemplated. A complete stock of seeds of all kinds will be carried, and the company will also handle feeds, poultry supplies and various other allied commodities.

The International Grain and Hay Show will again be conducted in conjunction with the International Live Stock Exposition, Union Stock Yards, Chicago, Ill., this year to fall on Dec. 1-8. The total money offered at the Grain Show has been increased over ten per cent and numerous changes have been made in the classification.

Council Bluffs, Ia.—Report of our purchase of a large warehouse building on track frontage correct as published. Some time within the next year we shall move our milling machinery from its present location into the new building and at that time we shall enlarge our milling capacity. Increased business in both our mineral feed manufacturing and grain and hay business made more room and better trackage facilities a vital necessity. Our new building will give us trackage on the Union Pacific, Burlington and Great Western railroads and we will have storage capacity for about 40,000 bags of feed on the main floor and as much in the basement.—Roy A. Scofield Co.

"Michigan Wonder" wheat produced the best showing at the experimental plats conducted by the Missouri College of Agriculture on the Newton County Experimental Field. Dunbar or Currell variety, which has in recent years been used rather generally in southwest Missouri, produced inferior yields. The average yields per acre since 1924 and including 1928 are: Michigan Wonder, 19.4 bus.; Poole, 18.4 bus.; Dunbar, 16.1 bus., and Fulcaster, 15.2 bus. The extreme differences in yield between the above varieties amount in value, based on 1928 prices, to around \$6 per acre, or an amount sufficient to pay for about half the cost of production. Choosing the best adapted variety insures a substantial increase in yields regardless of the soil or its treatment. "Poole" gave the best showing on poorer soils, especially where no fertilizers are used.

Directory

Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

AMARILLO, TEXAS.

Hardeman-King Co., field seed merchants.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CHICAGO, ILL.

Johnson, Inc., J. Oliver, field seeds.
Kellogg Seed Co., John L., field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Kraus & Apfelbaum, field seed dealers.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.
Tobin-Quinn Seed Co., Missouri Blue Grass.

LIMA, OHIO.

Ackerman Co., The, wholesale grass field seeds.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., field and grass seeds.

MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.
Minneapolis Seed Co., field seed merchants.

ST. JOSEPH, MO.

Mitchell Seed Co., wholesale field seeds.

ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

A. J. Ogaard Passes On.

It is with profound sorrow that the death of A. J. Ogaard, Executive Secretary of the Farm Seed Ass'n of North America, with offices in Chicago, is announced. His untimely passing occurred early on Monday morning, August 27, in St. Mark's Hospital, Salt Lake City, Utah, where he had gone on Seed Certification Com'te business and to attend the Western Conference of the International Crop Improvement Ass'n. He was thirty-seven years old.

Mr. Ogaard had arrived in Salt Lake City on Aug. 19 from San Francisco, where he met the Pacific Coast Seedsmen's Ass'n in conference to organize a California Seed Council on Aug. 13. He attended a meeting of the Seed Certification Com'te in Salt Lake City on Sunday afternoon, the nineteenth, which was just prior to the two-day meeting of the Seed Certification Conference called by the officials of Utah, Idaho and Montana.

Mr. Ogaard obviously was feeling anything but well, states Maurice Keating of Salt Lake City who attended him all thru his illness. He had an infection on his nose which had caused quite a swelling and in general he appeared to be in a very much run down condition. Mr. Keating insisted on calling a physician who diagnosed his case as erysipelas. Three prominent physicians were called in as Mr. Ogaard's condition grew worse and he was removed to the hospital Aug. 22.

Mr. Ogaard was worried about himself at this stage of his illness, as he had been seriously ill once before, which left him with a weak heart.

Mr. Keating states, "There is no question in my mind but what Mr. Ogaard overtaxed himself since taking up the work of the Farm Seed Ass'n. He took the position very seriously and was working night and day to make a success of the work. He worried a good deal about making good with the members of

the ass'n and was so anxious to show progress that he had gotten himself into a weakened physical condition and was unable to withstand a serious illness.

"Mr. Ogaard had a tremendous capacity for work. I never knew a man whose whole heart and soul was so wrapped up in his work.

"Mr. Ogaard's death is a very serious loss to the seed trade and those of us who knew him well shall miss him greatly."

It was only in January of this present year that Mr. Ogaard received the appointment of executive sec'y of the Farm Seed Ass'n of North America and had worked untiringly for the best interests of the industry. In May he moved his headquarters from Bozeman, Mont., to Chicago.

Born in Minnesota, he moved to North Dakota shortly thereafter, where he was reared. At the University of Minnesota and the North Dakota Agricultural College he specialized in agronomy, graduating in 1913. From then until 1918 he spent the winter months in the dry land office of the Department of Agriculture, at Washington, D. C. During the summers of the first two of these five years he had charge of the dry land experiments of the U. S. Department of Agriculture at Williston, No. Dak., later taking charge as superintendent of the Hettinger, No. Dak., experiment station. From 1918 until 1920 he was county agent at large in Montana. In 1921 he became extension agronomist of the Montana Extension Service, Bozeman, Mont., which office he held until January of this year.

During the time he was in the extension work he was sec'y of the Montana Seed Growers Ass'n. For another two years he was president of the International Crop Improvement Ass'n. He also was largely responsible for the organization of the Seed Council of North America, which was founded at a meeting held in Chicago in December of 1927, and later of various state seed councils.

Mr. Ogaard had identified himself with agricultural interests of nation-wide scope and was a prominent figure in the development of many forward moves made, particularly those which involved the best interests of the field seed industry.

He was a leader in establishing better co-operation among the various factors interested in seed production and marketing. He was just getting nicely under way on his new undertaking.

Mr. Ogaard was not married. His father, R. A. Ogaard, lives at Donnybrook, N. D.

Seed Movement in August.

Receipts and shipments of seeds at the various markets during August, as compared with August, 1927, were as follows:

FLAXSEED.				
Receipts		Shipments		
1928.	1927.	1928.	1927.	
Chicago, bus...	107,000	349,000	3,000	
Duluth, bus...	137,096	97,623	248,597	323,613
Ft. William, bus...	65,407	75,022	753,071	394,917
Milwaukee, bus...	20,020	22,880	2,860	
Minneapolis, bus...	651,760	440,840	191,270	196,170
Superior, bus...	46,005	38,711	58,694	12,637
KAFIR.				
Hutchinson, bus...	9,100	39,000		
St. Louis, bus...	48,000	58,800	31,200	36,000
St. Joseph, bus...	4,500	1,500		
Wichita, bus...		7,200		7,200
CLOVER.				
Chicago, lbs...	168,000	64,000	146,000	
Milwaukee, lbs...	108,866	169,880	61,118	
TIMOTHY.				
Chicago, lbs...	1,652,000	6,548,000	773,000	5,838,000
Milwaukee, lbs...	120,000	480,000	1,360	
SORGHUMS.				
Cincinnati, bus...	4,200	2,800		
Ft. Worth, bus...	84,000	315,000	156,800	166,400
New Orleans, bus...	16,800	7,200		
CANE SEED.				
Ft. Worth, bus...	2,000	1,000		
Kansas City, bus...	9,200	2,300	2,300	

Urging Care in Buying Seed for Ohio.

The Ohio Agricultural Experiment Station is urging farmers to plant only good clean seed of varieties adapted to Ohio soils and local demand, owing to the unusual situation arising this year in the form of a shortage of seeds, brought about by an almost total failure of this year's crop in parts of the state.

Ohio grows soft red winter wheat of the best quality. Since this wheat is now commanding a premium of about 30 cents a bushel, farmers are frantic, the bulletin states, to secure cheaper seed. Because the Ohio crop is always considered by local millers to rank high, and is not exported, the warning points out that it seems necessary therefore to take proper precautions in selecting seed in order to safeguard the reputation of the state's wheat crop.

"Since the Federal grade permits 10 per cent of the other grades in red winter wheat a source of danger is encountered in securing seed from terminal markets. At the present relative prices hard winter wheat and spring wheat are likely to be present. Farmers who plant hard winter wheat from the west must not expect to secure the premium paid for Ohio red winter wheat."

There is also danger of wheat that is brought into Ohio containing garlic and onions. Garlicy wheat is severely discounted by merchant millers. If such seed is planted it may take years of hard work to eradicate these troublesome plants.

Chicago, Ill.—Appointment of an executive sec'y to succeed the late A. J. Ogaard has been postponed pending the return from Alaska of L. M. King, pres. of the Farm Seed Ass'n of North America. The naming of the new executive sec'y will be considered at a meeting of the executive com'te to be held soon after Mr. King's return Sept. 12.

GRAIN DRIERS

for

COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

ELLIS DRIER WORKS

Division G. L. M. Corp.

1223 S. Talman Ave., Chicago
210 N. 13th St., Philadelphia, Pa.



A. J. Ogaard, Chicago, Ill., Deceased.

Supreme Court Decisions

Liability of Ship for Delay.—Where ship, contracting to furnish cargo space for grain shipment, unreasonably delayed sailing until March 22, after loading cargo on February 25, carrier was liable in damages for difference between market price of grain at port of destination on date when it should have arrived and market price on date of actual arrival.—*Armour Grain Co. v. Compagnie Generale Transatlantique, U. S. District Court, New York*. 26 Fed. (2d) 739.

Liability of Bank Collecting Draft.—Where draft sent to collecting bank was paid by drawee by check on another bank, which check was used in exchange of checks between collecting bank and such other bank, held, that drawer was not entitled to preference on insolvency of collecting bank, since its funds were not augmented by payment of the draft.—*Benedict Flour & Feed Co. v. Rorebeck, receiver of First Nat. Bank of Forest City, U. S. Circuit Court of Appeals*. 26 Fed. (2d) 440.

Destination Value Measure of Damages.—Under Interstate Commerce Act, § 20, par. 11 (49 USCA § 20, par. 11; U. S. Comp. St. § 8604a), difference between market value of goods at destination in condition in which they were shipped and market value in condition in which they were delivered by carrier to consignee is proper measure of actual damage by carrier to goods, but not to exceed limitation of liability of carrier stipulated in contract of carriage.—*Aronstein v. New York Central R. Co. Municipal Court of the City of New York*. 230 N. Y. Supp. 300.

Trademarks.—It is not essential to property in a trademark that it should indicate any particular person as the maker of the article, but it may refer to the origin of the goods, or may represent quality of the articles offered for sale, in which case any person interested in putting the commodity on the market is entitled to protection in the use of the trademark. Sale by paper company to bakers, and use by bakers, of bread wrappers containing checkerboard design, which resembled that used by flour-manufacturing company on wrappers to designate loaves of bread made from its flour, held to constitute unfair competition, warranting injunctive relief, where public might be misled as to the source of the ingredient.—*Ralston Purina Co. v. Saniwax Paper Co. U. S. District Court, Michigan*. 26 Fed. (2d) 941.

Hedging Losses Deductible in Year Closed.—Under Revenue Acts 1918, 1921, § 200, par. 4 (Comp. St. § 6336½a, par. 4), to effect that terms "paid or incurred," as used in section 234 (Comp. St. § 6336½pp), authorizing deductions from gross income of ordinary or necessary expenses paid or incurred during taxable year, are to be construed according to method of accounting and provisions of sections 200 and 212 (Comp. St. § 6336½a, 6336½f), for computation of income on basis of taxpayer's actual accounting period, losses incurred by cash grain dealer operating on "cash" basis by reason of "hedging" contract closed out in year preceding execution of contract for "future" sales held deductible in year "hedging" contract was closed, notwithstanding such "hedging" contract was entered into for purpose of preventing speculation under "future" sales contract completed in following year.—*Edward R. Bacon Grain Co. v. Reinecke, U. S. District Court, Illinois*. 26 Fed. (2d) 705.

Landlord's Lien.—B. was the owner of certain land. He entered into a contract with one P. whereby P. agreed to farm the land. The crops produced were to be divided between B. and P. The contract reserved the title of all crops in B. until division was had. P. sold the grain produced to C., who paid full value there-

for. B. brought an action against C. for conversion. C. claims that there was ostensible agency on the part of P. to sell the grain. It is held for reasons stated in the opinion: (1) That whether there was ostensible agency, on the part of P. to sell the grain was a question of fact for the jury. The trial court did not err to the prejudice of the defendant in giving certain instructions on the law of estoppel. All the equitable interest of P. in the grain passed to C., the purchaser of the grain, and B. is not entitled to recover the full value of the grain, but only the amount of his ultimate interest therein under the contract.—*Burns v. Columbia Elevator Co. Supreme Court of North Dakota*. 220 N. W. 630.

Gets His Date All Right, Anyhow.

Murphy was a broad 7 foot red faced fellow who had bought grain for five years, but who had never once done any bookkeeping.

When the elevator was sold to another firm they required a daily report of all grain bought. Unfortunately he bought a lot of grain the first day under the new regime, so with the twilight he set himself to the new task of making his first report.

Being so inexperienced, his figures were poor and his adding was poorer, and, needless to say, he made a lot of errors. So the bookkeeper in the headquarters office sent the report back saying to him: "You made lots of errors. There isn't a thing correct in this report."

Murphy, proud of his first attempt, and with plenty of the wit with which his race is endowed, returned the report to headquarters, with the remarks: "Beg Your Pardon! The date is correct!"—H. J. Sabs, Agt., Hubbard & Palmer Co., Salem, So. Dak.

I. C. C. Activities.

In 21239 Ed. F. Mangelsdorf & Bro. of St. Louis, Mo., ask reparation from the Santa Fe of \$176.56 on a shipment of clover seed from Yankton, S. D., to Los Angeles, Cal.

Switching charges at Ogden, Utah, are not applicable on grain originating in Utah, Montana and Idaho transferred on tracks of the Utah-Idaho Central, is the finding of Examiner Brennan in No. 19733 on complaint by the Hylton Flour Mills.

Cottonseed rates in Arkansas are too low compared with interstate rates, is the finding of Examiner Carney in No. 14150 on complaint of the Oklahoma Corporation Commission. It is recommended that the interstate rates be applied within Arkansas.

Complaint by the Southard Feed & Milling Co., Kansas City, of rates from there to Pensacola, Fla., has been recommended for dismissal by Examiner Pyle. The charge on 9 cars of grain and products were held lawful.

In 19968 the Commission granted reparation to the Burdick Mercantile Co. for an unreasonable rate on wheat over the Gulf, Colorado & Santa Fe from Melrose, N. Mex., to Galveston, Tex., for export. Not later than Oct. 10 the road is ordered to put in a rate not in excess of 38.5c.

In I. & S. 3156 the Commission on Aug. 30 suspended until Mar. 31 the Missouri Pacific's proposed penalty charge of 2.5c per 100 lbs. on grain from Atchison, Leavenworth and St. Joseph when transited at Independence, Mo., and reforwarded at Kansas City to destinations on the Burlington, Great Western and Milwaukee roads.

Grain Claims Bureau, Inc.

Box 687, Station A. Champaign, Ill.

Freight claim savings of \$100.00 or more per year, are worth making. Audits are made on a percentage basis; no other costs whatever. If examination of your shipping records is permitted, it will save you money.

W. S. Braudt
Aud. and Treas.
Champaign, Ill.

Harry J. Berman
General Counsel
Chicago, Ill.

Grain Carriers

Box car surplus on Aug. 15 was 123,461 cars, a decrease of 7,018 over the surplus of the week ending Aug. 8.

A record cargo of 555,000 bushels of wheat was recently transported on the Great Lakes by the steamer "S.S. Lemoyne."

The Southern Pacific will build 97 miles of road from Klamath Falls, Ore., and Alturas, Cal., thru an agricultural district.

Galveston, Tex.—The first full grain cargo shipped from this port this season left last week with 401,250 bushels of barley aboard bound for Bremen.

Winnipeg, Man.—The railroad companies have sent to key points on the prairies about 80,000 box cars and 1,913 locomotives to handle this year's crop.

Middleport, N. Y.—The barge "Harvester" sank in the state barge canal here with 30,500 bushels of wheat aboard. The cargo was returned to Buffalo for salvaging.

Straits of Belle Isle, St. Lawrence River.—The steamer "Queens County" went aground here with 250,000 bushels of wheat aboard. It is not expected that she can be saved.

Quebec, Que.—The Dominion Government has approved the estimates of the Quebec Harbor Commission for \$3,129,400 for improving the port, including \$1,900,000 for a grain elevator.

Sault Ste. Marie, Ont.—The United States freighter "J. G. Grammer," down-bound with grain, collided with the Canadian freighter "Westmount" on Aug. 23. Neither were seriously damaged.

Nearly 1,500,000 isolated acres are now accessible in Montana thru the opening of an 87 mile line by the Northern Pacific. A million acres in the same state were opened last year by the Great Northern.

The 9-foot Mississippi River channel project from St. Louis to Minneapolis was given an adverse opinion by Major Hall, district army engineer. An appeal was called on the veto and granted by the Board of Army Engineers.

Cumulative loadings for 1928 continue to lead those of the previous four years. For the first 33 weeks this year loadings of grain and grain products totaled 1,488,162, as compared with the following years for the identical period of time: 1,401,828 for 1927; 1,464,011 for 1926; 1,349,583 for 1925 and 1,426,461 for 1924.

New freight cars installed by Class 1 railroads in the first 7 months this year numbered 35,854, a decrease of 9,289 under the corresponding period of last year, and a decrease of 30,404 compared with 1926. Freight cars on order on Aug. 1 totaled 14,830, compared with 19,344 on the same date last year and 29,102 in 1926.

Norfolk & Western R. R., recently instituted new rates on grain and grain products from stations on the Shenandoah division, to and including Stuart's Draft, Va., to apply for Pennsylvania R. R. delivery at Baltimore, routing via Hagerstown, Md. Rates are the same as heretofore applicable via other lines, ranging from 18½ to 25 cents.

New locomotives placed in service by Class 1 railroads during the first 7 months in 1928 totaled 881, which was a decrease of 314 compared with the corresponding period last year and a decrease of 407 compared with the corresponding period in 1926. Locomotives on order on Aug. 1 totaled 73, compared with 209 on the same date in 1927 and 517 on the same date in 1926.

Cars loaded with grain and grain products during the week ending Aug. 18 totaled 61,170, an increase of 7,125 cars above the same week of 1927 and 10,296 cars above the corresponding week of two years ago. Loadings the past four weeks were 58,022 for Aug. 11; 55,809 for Aug. 4; 55,265 for July 28, and 55,247 for July 21.

Grain rates from Oswego to New York have been reduced on order of the Interstate Commerce Commission to eliminate prejudice, it being found that the schedules are preferential as of Buffalo, and a new differential ordered. About 25 per cent of the wheat moving thru Buffalo is milled there, because it is so situated that it is an advantageous point for the assembly for milling purposes of wheat produced in the United States, as well as for milling Canadian wheat in bond for export.

Total freight claim payments during the first quarter of 1928 amounted to \$9,203,453 as against a total of \$9,783,469 for the first quarter of 1927, a decrease of 5.9 per cent or \$580,016 for this year. Claims resulting from robbery declined from \$284,215 in the first quarter of 1927 to \$257,716 in the corresponding period of the current year. This latter decrease of 9.3 per cent brought down the ratio of robbery to total freight claim payments from 2.9 per cent in the first quarter of 1927 to 2.8 per cent in 1928.

Regional Shippers Advisory Board meetings definitely announced for the coming few weeks include: Allegheny, Cumberland, Md., Sept. 13; Ohio Valley, Louisville, Ky., Sept. 18; Trans-Missouri-Kansas, Joplin, Mo., Sept. 19; Great Lakes, Cleveland, O., Sept. 20; New England, Bridgeport, Conn., Sept. 21; Pacific Coast, Los Angeles, Calif., Sept. 21; Pacific Northwest, Spokane, Wash., Sept. 21—(Agricultural Council meets day previous at same place); Southwest, Dallas, Tex., Sept. 27; Atlantic States, Wilmington, Del., Oct. 4, and the Northwest, Duluth, Minn., Oct. 16.

The railways would be able to hold most of the available traffic if they were as free as their competitors are to adjust their service and rates in accordance with conditions. They would be better able to stand the present rigid and restrictive policy of regulation if they were not being subjected on every hand to unfair competition. There are many indications that they cannot long stand the public's present policy of promoting all kinds of competition with them at the taxpayers' expense and at the same time keeping them hog-tied so they cannot compete with their competitors.—Independent, Grain Island, Neb.

Hearings on Docket 17,000, conducted in compliance with the Hoch-Smith resolution of 1925 calling for a readjustment downward of rates on agricultural commodities, the last of which was consummated in Los Angeles last month, are now concluded. With the mass of evidence taken, it will require at least the remainder of the year for the examiners to wade thru and sort out prejudice, preference, discrimination, etc. The first hearing started in Dallas, Tex., on May 9, 1927. From there hearings were scheduled in Wichita, Kan., Minneapolis, Chicago, Seattle, Portland, Ore., and then Los Angeles. The transcript of testimony represents approximately 50,000 pages, with over 2,000 exhibits. This case is by far the largest ever held before the Interstate Commerce Commission and considered the entire grain and grain products rate structure west of the Mississippi River to the Pacific Coast, and from the Canadian border to the Gulf of Mexico. Export rates on grain in the entire United States are also under consideration. Every conceivable theory, economic condition and business condition bearing on the movement of grain has been presented. A ruling is expected before the new crop moves.

The Great Northern Railway will build 500 box cars at its shops at Superior, Wis.

Railway operating efficiency, resulting in the present rapid and reliable delivery of freight, has been an important factor in the reduction of inventories and the speeding up of business generally. The quicker loading and unloading of equipment have aided greatly in the efficiency of our railway facilities. Generally speaking, freight is delivered today in approximately one-half the time required seven years ago. The quarterly prognostications of car requirements obtained through the Regional Advisory Board members have assisted the railroads greatly in determining the amount and kind of equipment for the carriage of both seasonal and regular-moving freight.—United States Department of Commerce.

Sault Ste. Marie, Mich.—Forty million more bushels of wheat have passed the Soo canals so far this year than up to Sept. 1, 1927, it was made known on Sept. 7 with the issuing of the August report of Superintendent Isaac De Young of the United States Locks. A total of 150,232,230 bushels of wheat has been conveyed through the Locks thus far this season, while the total up to Sept. 1, 1927, was 107,816,928 bus.—this despite the fact that the navigation season opened a month earlier last year. The total tonnage for this August included 9,940,468 bus. of grain other than wheat, and 1,224,520 barrels of flour, etc. During this August total tonnage amounted to 13,680,069, all but 236,012 tons of which passed thru the American Locks.

Texas railway lines now under construction include: Denver & South Plains Ry., from Estelline to Dimmitt—132 miles, and from Lubbock to Silverton—70 miles; Rock Island Lines, from Amarillo to Texas State Line—103 miles. Lines projected in Texas are: Texas-New Mexico Ry., from Monahans northwest—35 miles; Gulf, Colorado & Santa Fe, from Lane City to Thompson—35 miles; Clinton & Oklahoma Western Ry., from Texas over State line to Pampa; St. Louis, Brownsville & M. Ry., from Allenhurst northwest to Bolling oil fields—30 miles; Panhandle & Santa Fe Ry., from Hale City to Parmeton—66 miles; and Waco, Beaumont, Trinity & Sabine, from Livingston to Port Arthur, and from Wel-

don to Waco—200 miles. Recently completed lines include: Panhandle & Santa Fe Ry., from White Deer to Skelleytown—10 miles; Cisco & North Western Ry., from Cisco to Breckenridge—30 miles; Quanah, Acme & Pacific Ry., from McBain to Floydada—27 miles; San Benito & Rio Grande Valley, Rio Hondo Extension—7 miles; La Paloma Extension—6 miles and San Benito Extension—23 miles; St. Louis, Brownsville & Mexican Ry., from Raymondville east—18 miles; and San Antonio & Aransas Pass Ry., Falfurrias to Hidalgo—80 miles and Edinburg to Brownsville—62 miles.—L. A. Gueringer, chief engineer, Railroad Commission of Texas, Austin, Tex.

Protein content of 17.85 per cent is reported out of the Kansas City market on a car of spring wheat from Hugo, Colo., the highest on record this year. Average protein content of this year's crop of wheat inspected by the Kansas Inspection Department was 11.93 per cent up to the middle of last month, compared with 12.16 per cent for the corresponding period of 1927.

Minneapolis, Minn., Sept. 5.—It is too early to form a definite opinion regarding the average quality and protein content of spring wheat. Line houses and others indicate the protein is about the same as last year. The average then was said to be under 12%. There is some tough wheat now being received in Minneapolis, principally from North Dakota, due to excessive moisture during harvest. The general run of spring wheat is dry, however.—E. H. Mirick.

Insurance Notes.

The man who examines the plant before closing is seldom awakened in the night with the cry that his elevator is burning.

Des Moines, Ia.—Organization of the Western Fire & Marine Insurance Co., with an authorized capital stock of \$200,000, was announced Aug. 27 by a group of Des Moines and Iowa insurance men. The home office will be on the sixth floor of the Hubbell Building and the company will write all kinds of fire insurance as soon as the sale of the stock has been completed. Jay A. King, who has headed the Western Grain Dealers Mutual Fire Insurance Co. here for twenty-one years of its existence, will be president of the new organization. I. C. Edmunds of Marcus, Ia., will be vice-president and D. O. Mulligan of Des Moines, sec'y of the Western Grain Dealers Ass'n and of the Western Grain Dealers Mutual Fire Insurance Co., will be sec'y-treasurer of the new firm. The Board of Directors includes these officers and F. D. Milligan of Jefferson, Ia., Clifford C. Belz of Conrad, Ia., P. J. Harvey of Gowrie, Ia., and N. S. Beal of Tama, Ia.

Cut Hole in Bin to Put Out Fire.

When a fire is eating its way in an inaccessible part of the elevator it does not pay to stand around and wait for the flames to burst out where they can be seen. The thing to do is to chop a way to the seat of the fire and put it out.

This was done at the elevator of Richardson & Leap at Furley, Kan., recently, where a hot box on the main drive shaft started fire in both the engine room and in a bin containing 2,000 bus. of oats. After putting out the fire in the engine room with several buckets of water Mr. Richardson called for help.

A hole was cut into an empty bin, enough oats run out to get to the fire and a bucket brigade organized to take water from a 40-barrel cistern at the engine room. So effectively did they work that the loss was held down to \$275 and the property, worth in excess of \$15,000, saved. Forty bushels of oats were badly burned, 500 bus. badly wet and the remainder of the bin of oats was badly smoked.



Ice Is A Poor Fire Extinguisher

You can't put out a fire with ice. Yet that's what you may have to try during the winter, if you don't plan to fix the fire barrels so that the coldest weather will not freeze them. Better plan now to beat old King Winter.

Write for full particulars to

Carbondale Fire Protection Co.

Carbondale, Pennsylvania

Feedstuffs

Harlan, Ia.—The Harlan City Roller Mills are expanding to include the manufacture of a complete line of feeds.

The new president of the National Hay Ass'n is W. H. Toberman of the Toberman Grain Co. of St. Louis, Mo.

Delhi, N. Y.—C. E. Kiff, Inc., has been organized by C. E. Kiff, Herbert Dick and J. W. Thompson to engage in the feed business here.

Medford, Ore.—G. A. Young, G. A. Barr and F. J. Wilmot have acquired the interest of A. C. Crews in the Mutual Mill & Seed Co.

Prairie Du Chien, Wis.—A. W. Thompson, manufacturer of high-class mineral feeds is installing a S. Howes Three-In-One Batch Feed Mixer.

Toledo, O.—T. S. Powell was appointed receiver for the Pan American Feed Milling Co., upon application by the Chase Bag Co. in Common Pleas Court on Aug. 14.

The Ass'n of Feed Control Officials of the United States plan to meet in October, along with that of the Ass'n of Official Agricultural Chemists, at Washington, D. C.

An intensive membership drive has been launched by the Eastern Federation of Feed Merchants, to be continued until the mid-winter meeting in February. A goal of 250 has been set.

Buffalo, N. Y.—Steward McMillen, son of D. W. McMillen, president-general manager of The McMillen Co. of Fort Wayne, Ind., is now manager of the Buffalo branch. A new plant is to be completed here by the first of the year.

Fort Wayne, Ind.—Ivan D. Murphy of Huntington, Ind., is now central states sales manager for The McMillen Co., feed manufacturers, with plants both here and at East St. Louis, Ill.

Franklinville, N. Y.—Bill & Bush, Inc., has been incorporated with a capital of \$30,000 by Glenn D. Bill, Wesley H. Bush and George W. G. Ferris, to do a general feed and milling business.

Vinita, Okla.—A soy bean mill will soon be erected here to manufacture the 3,000 acres now under cultivation in Craig County into feed. The mechanical equipment has all been purchased.

Peoria, Ill.—The Vitimineral Co. let contract for the erection of a complete new feed manufacturing plant. Dr. Peters, former state veterinarian under Governor Frank O. Lowden, is actively interested herein.

The United States Feed Distributors Ass'n will hold its seventh annual convention at the Hotel Statler, Boston, Mass., on Sept. 24, according to an announcement from President M. C. Burns of Buffalo, N. Y.

Shippensburg, Pa.—The feed manufacturing plant of William A. Nickles & Son was of late equipped with a molasses mixing process. A full line of dairy, horse, poultry, chick and hog feeds are now being put out.

Concord, Pa.—The Doty Milling Co. has been incorporated for \$30,000, by Joseph C. Doty of West Falls and William P. Genther and Burt Wiser of Springville, to maintain and operate a feed mill, etc. A line of cattle feeds will be put out.

Sioux City, Ia.—Bill's Feed & Milling Co., Inc., the firm who will operate the "Morningstar" elevator as announced in the last number of the Journal, have incorporated with a capital stock of \$35,000. Wm. Hanson and Albert Naeye will direct the affairs of the organization.

Posters calling attention to the radio program for farmers, given over WGY at 7:15 P. M., E. S. T., each Tuesday, under the title of "Feeding for Larger Profits," have been distributed by the Eastern Federation of Feed Merchants. Experts talk on poultry and dairy feeds and feeding practices.

H. E. Fredrickson, proprietor of the Fredrickson Feed Mill of Fremont, Neb., was seriously injured in a motor accident recently, when his car ran into a parked truck without a tail light. Mrs. Fredrickson was severely cut about her head, face and body and also suffered a broken hip and right arm. Mr. Fredrickson's chest was crushed, several ribs broken, and his right arm and knee fractured. Doctors hold out hope for their recovery.

"Feeds and Feeding"

ILLUSTRATED
19th Edition

By W. A. Henry and F. B. Morrison.

The recognized authority on feeds and feeding. Careful study of this book by elevator operators who grind and mix feeds will place them in better position to advise their farmer patrons as to the best in feeds. Keep it in your office within easy reach of your patrons and encourage their reading it.

Contains valuable formulae and suggestions on feed ingredients, proportions, etc.

Price \$4.50, f. o. b. Chicago.

Grain Dealers Journal
309 S. La Salle St., Chicago, Ill.

Oshkosh, Wis.—The Nolte-Havemann Co., Inc., has been incorporated with a capital stock of \$50,000 by Frank and Herbert Nolte and Rudolph W. and Walter E. Havemann, to do a milling business, deal in all farm products, and do a wholesale and retail business in seeds, feeds, flour, etc.

Toppenish, Wash.—The capacity of the Alfalfa Products Co.'s alfalfa meal mill was just increased to 100 tons daily. The company merchandises alfalfa meal, poultry greens and molasses meal, shipping to all parts of the World. Last year 9,000 tons were ground and processed. This year, it is expected that 15,000 tons will be handled.

Southern Mixed Feed Manufacturers Ass'n will hold its third annual convention at the Peabody Hotel, Memphis, Tenn., on Oct. 16-18. An effort is being made to bring the entire feed trade of the South to this gathering. Sec'y E. P. MacNicol, Exchange Building, Memphis, recommends that reservations be sent him immediately.

Tyler, Tex.—The Steed Grain Co. has engaged in the wholesale merchandising of feedingstuffs. The company's place of business is on the International Great Northern tracks. The firm is composed of J. F. and S. D. Steed of Mineola and Stephen W. Walker of Tyler. The Steed interests formerly operated a line of retail merchandising stores in several Northwest Texas towns.

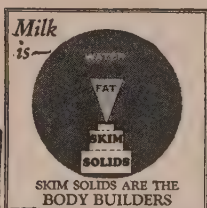
Pine Bluff, Ark.—A contract has been awarded by Whyte Feed Mills of this city to the W. C. Pitts Eng. Co. for the remodeling and enlargement of their elevator and feed mill and the installation of considerable new machinery. New and larger machinery will be installed in the mash, scratch, dairy and horse feed units. Work was started Aug. 15th and is expected to be completed by Nov. 15th.

Western New York state feed mill operators have been victimized by a man who worked the gag of driving up and ordering some feed, paying for same with a worthless check of a larger amount than the sale price of the feeds. This individual has been apprehended and arrested. Two checks drawn on a Salamanca bank were found in his possession. Some fifty bags of feed had been shipped recently by this crook to an Ohio destination.

St. Joseph, Mo.—The first unit of the \$75,000 expansion of the Famo Feed Milling Co. has been completed and is now loaded with hay. This is a one-story 40x60 ft. building of corrugated iron, having a capacity of 25 carloads. Ground has been broken and the construction of the foundation for the second unit is under way. This will be a one-story brick building measuring 40x110 ft., and will be used for the storing of bag products. The concrete elevator will be built for a capacity of 50,000 bushels, with the workhouse running up to a height of 100 feet. Work on this combination elevator and feed manufacturing plant will not be begun until the second unit is completed.—Nelson K. Thomas, sec'y, St. Joseph Grain Exchange.

The Mutual Millers & Feed Dealers Ass'n of Southwestern New York and Northwestern Pennsylvania held their annual meeting at Jamestown, N. Y., over the Labor Day week-end, indulging in the pleasure of outing on Lake Chautauqua and at its resorts. Over 75 millers and dealers were in attendance. The business session occupied the morning hours and their annual dinner took place in the evening at the Hotel Jamestown. Officers named for the ensuing year were: E. B. Dunbar, Little Valley, N. Y., president; W. H. Parker, Waterford, Pa., vice-president; J. D. Ditzler, Jamestown, sec'y-treasurer; Frank Young and Henry Dye of Forestville, N. Y., executive com'itemen. James H. Gray of Springville was nominating com'te chairman. Two meetings will be held in 1929.

DRY SKIM MILK IN EGG MASH Keeps the Hens Busy LAYING



An average analysis shows:
37% Protein — builds muscle and meat
8% Minerals — builds strong bones
51% Lactose — energy and health giving food

Write for samples and information

AMERICAN DRY MILK INSTITUTE, Inc.
160 G North La Salle St., Chicago, Ill.

The Michigan State College was given a farm at Augusta, Mich., by W. K. Kellogg, food manufacturer of Battle Creek, Mich., where the college will conduct practical research on the subject of feeds.

San Angelo, Tex.—H. O. Byrd, manager of The Stockman's Supply Co., manufacturers of medicated salt, a pioneer enterprise making rapid progress in Texas, has just finished a mixed feed plant for manufacturing poultry feeds and sweet feeds.

Winlock, Wash.—Contract was let Sept. 1 to Pat Manning of Chehalis to build the concrete feed manufacturing plant of the Washington Co-operative Egg & Poultry Ass'n. The structure will have a full basement, be two stories high and have elevator facilities in connection therewith.

Blackstrap molasses should be coming down in price with everything else coming down, at least it would appear so; however, we get the information that practically all of the present supply available at Cuba has already been contracted for, and we believe largely by the industrial alcohol distillers. We are advised that it is probable a further advance in price will be made within 30 days.—Royce T. Dorsey, Fort Worth, Tex.

East Omaha, Neb.—Operation of the old Omaha Alfalfa Milling Co. was resumed Sept. 8 by the Honey Dew Mills of Chicago, Ill., manufacturers of feeds and pig meal, it was announced by Fred W. Simpson late in August. Previous information has been to the effect that the Union Feed & Milling Co. would operate the plant and put out a complete line of feeds, for the purpose of which, W. B. Roberts and W. T. Burns, Omaha grain men, had organized a \$50,000 corporation.

Minneapolis, Minn.—The Fruen Milling Co. has added an \$18,000 warehouse to its properties to be utilized in the manufacture and storage of a complete line of oat feed products, into which field the company has just engaged under the leadership of E. A. Neass, recently associated with this firm. New equipment has been installed in the 6,000 square feet of space added so that the capacity of the mill to produce the feed product is now increased to approximately 15,000 tons.

Fort Worth, Tex.—Scott Bros. Grain Co. had a fire in the head house of its mixed feed elevator on Aug. 30 which did about \$3,000 damage as far as we can ascertain. It has already repaired the damage so the plant can be operated and other replacements are in progress. The company is also building some additional storage and additions to the feed plant. For once in history there was not a great amount of water damage in a grain elevator fire.—Royce T. Dorsey, Dorsey Grain Co., Fort Worth, Tex.

Springfield, Ill.—Joe Schafer & Sons announce the completion of their modern feed-mixing plant and elevator, with the addition of 12,000 square feet of warehouse space. The plant is modernly equipped, and includes equipment for mixing molasses. Due to the increasing demand for their quality feeds, the firm installed equipment of the latest design to increase capacity to 25 carloads daily. Two railroad sidings, making connections with three railroads possible, have been extended the full length of the mill and elevator, assuring excellent shipping facilities. A hatchery is also conducted.—Joe Schafer & Sons.

Feed Movement in August.

Receipts and shipments of feedingstuffs at the various markets during August, as compared with August, 1927, in tons, were as follows:

	Receipts		Shipments	
	1928.	1927.	1928.	1927.
*Baltimore	1,399	1,301		
Chicago	11,042	11,788	39,130	47,435
Cincinnati	60	216		
†Kansas City	5,060	5,200	18,980	11,680
Milwaukee	5,850	9,120	6,420	11,656

*Millfeed. †Bran. ‡Shorts.

Barley and Oats for Laying Hens.

Owing to the abundance of barley and oats poultry keepers will desire to make a liberal use of these grains this fall and winter.

Plump barley is considered slightly superior to oats for poultry feeding, and both these grains can be used to advantage in the ration for layers, according to D. C. Kennard, in charge of poultry investigations at the Ohio Experiment Station.

Three methods of feeding these grains are suggested. They may be fed whole as a part of the grain mixture, they may be germinated and fed once daily as much as the birds will eat, or they may be ground and used as a part of the mash mixture.

For a grain mixture equal parts of corn, wheat, oats and barley can be used, or two parts corn, one part oats and one part barley. Twenty per cent ground oats or barley, or both, may be used in the mash mixture. If a coarse-ground all-mash mixture is fed the whole oats and barley can be added to the mash without grinding. This method has proved very satisfactory at the Ohio Station.

If the birds are not accustomed to these grains it will be very necessary to change gradually in order to avoid the ill results which may follow a change of the ration.

A balanced ration may be said to be one in which digestible protein and digestible carbohydrate equivalent occur in the same proportion in which they are used by the animal.

Control of the American Linseed Co. has been acquired by the Gold Dust Corporation, it was announced Sept. 7. Holdings of the Du Pont interests in the American Linseed common stock acquired by Gold Dust gives it 70 per cent of the common and preferred of American Linseed outstanding. The plant of Gold Dust Corporation carried on its books at \$2,478,000 has been written down to \$1. The Archer-Daniels-Midland Co. and Spencer, Kellogg & Sons recently acquired parcels of the American Linseed Corporation's properties.

The protein content of pastures becomes less as the pastures become hardened and advance in maturity. The protein in grain mixtures must, consequently, be increased to supplement the deficiencies of the pasture. Later on as pastures become quite mature, dry, woody, low in protein, and perhaps less abundant, it is necessary to not only increase the protein but also the daily allowance of feed. A good mixture is 200 lbs. ground corn, 200 lbs. ground oats, 100 lbs. bran, 300 lbs. linseed meal, 200 lbs. gluten feed. Another is 150 lbs. ground corn, 200 lbs. ground barley, 100 lbs. ground oats, 100 lbs. bran, 250 lbs. ground soy beans, 200 lbs. gluten feed. Or 200 lbs. ground barley, 150 lbs. ground oats, 150 lbs. hominy feed, 100 lbs. bran, 300 lbs. linseed meal, 100 lbs. cottonseed meal.

New Trade Marks for Feedstuffs.

The River Products Co., Iowa City, Ia., has filed trademark Ser. No. 267,510, the letters "VITALIME," for stock feed.

F. S. Wertz & Co., Reading, Pa., has filed trademark Ser. No. 268,722, the letter "W" within a circle. The mark is for dairy, horse, hog and poultry feeds.

The Ardmore Flour & Feed Co., Ardmore, Okla., has filed trademark Ser. No. 268,902, the words "PURE AND SURE," for alfalfa molasses, horse and mule feed, mixed dairy feed and mixed poultry feed.

Adulterations and Misbrandings.

Nixon Grain & Elevator Co., Augusta, Ga., shipped quantities of horse and mule feed into North Carolina, alleged misbranded by federal officers for misstatements as to protein, fat and content. In Nov., 1927, the federal court imposed a fine of \$50.

Liability for Metal in Feed.

How uncertain is the law on the liability of one selling feed for damages due to fault in the feed is well illustrated in the suit between the Pine Grove Poultry Farm, Inc., and the Newtown By Products Mfg. Co. The first court gave judgment for plaintiff. The Appellate Division reversed that judgment. Now the Court of Appeals of New York on May 29, 1928, has reversed the Appellate Court and affirmed the lower court decision.

The facts are that plaintiff operates an extensive duck farm on the south shore of Long Island. Defendant manufactures a brand of poultry feed known as meat scrap. It consists of scraps of meat procured from butcher shops, seasoned and ground and sifted thru a screen, then packed in bags and sold to retail dealers. From such a dealer plaintiff purchased large quantities and upon it fed its ducks. Several thousand died. This high mortality was traced to the presence in the feed of fine particles of steel wire which had been fastened by butchers to the meat and, still attached to the scraps, was ground with them. The question is presented whether, in the absence of privity between the manufacturer and the ultimate purchaser, plaintiff can recover.

The Court of Appeals said: Theories based upon common-law rules of negligence need not now be considered. An answer to the question whether the doctrine of common-law negligence founded upon the principles applied in such decisions as *Thomas v. Winchester*, 6 N. Y. 397, 57 Am. Dec. 455, and *MacPherson v. Buick Motor Co.*, 217 N. Y. 382, 111 N. E. 1050, L. R. A. 1916F, 696, Ann. Cas. 1916C, 440, shall be further extended to include damage to property rights as distinguished from personal injuries, may prudently be reserved for the future. Before us now is a set of facts which requires disposition according to statutory enactment. The action is based upon negligence. The complainant alleges it. The jury found it. The verdict rests upon evidence, so clear that its truth cannot be and is not assailed, proving that the feed contained ground wire and that the loss of the poultry resulted from that cause. The court, adopting the theory of negligence pleaded by plaintiff, charged the rule relating to reasonable care. In view of the statute he might have correctly charged negligence as matter of law.

The Farms and Markets Law (Consol. Laws, c. 69) controls this case. Section 130 prohibits the sale of any concentrated commercial feedings stuffs containing any substances injurious to the health of animals, and section 128 defines "concentrated commercial feeding stuffs" as including ground "beef" or fish scraps and "all other materials of a similar nature." The meat scraps sold by defendant and fed to plaintiff's poultry are alleged in the complaint to be "Red X Brand Meat Scraps." Throughout the trial reference was usually made to them as such, yet on several occasions, without objection by defendant, they were described as "beef" scraps. The scraps of meat of which the feed was composed were gathered indiscriminately from a thousand shops. A proportion of this meat must have been beef. Even if the proportion of beef to the other meats were low, the material in the finished product, being meat, was of a similar nature to ground beef scrap. The feed falls within the type of feed defined by sections 128 and 130. It was proved to be injurious to the health of animals, and therefore its sale was prohibited. Violation of the duty to refrain from the sale of this feed as imposed by section 130 constitutes negligence as matter of law and any one having a special interest in the performance of that duty may sue for a breach.

The right to maintain an action for the breach of a statutory duty is not restricted to one suffering an injury to the person. Property rights also come within the protection of a statute imposing a duty for the benefit of the general public. Such a rule has been applied by us to a violation of the Farms and Markets Law in a case where no privity of contract existed between the party guilty of the violation and the one incurring the damage. No element of ordinary negligence is essential. Violation of the statute becomes actionable default.

The facts found by the jury upon abundant evidence constitute as matter of law a violation of the statute. The court may have charged more favorably to defendant than the statute contemplates. Defendant cannot complain.

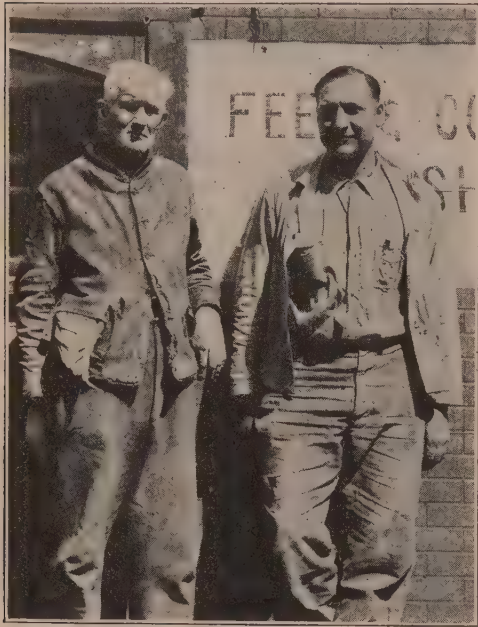
The judgment of the Appellate Division should be reversed, and that of the Trial Term affirmed.—162 N. E. Rep. 84.

Slicker: Nice corn crop you have there.

Native: Yeh, about thirty-five gallons to the acre.—Carnegie Tech Puppet.

Feed Mill and Mixer at State Center, Iowa.

Back in 1917 when the 40,000-bu. cribbed and iron-clad elevator of the Quaker Oats Co., at State Center, Ia., was offered for sale, Elmer H. Goodman and Geo. E. Mead looked into the future and saw possibilities for a profitable business. Accordingly they formed a partnership and purchased the elevator. At



Geo. E. Mead and Elmer H. Goodman, State Center, Ia.

CHICK - FEEDS

Starting and Growing Mashers
Emery Thierwechter Co.
Oak Harbor, Ohio

HIAWATHA GRAIN CO.

MINNEAPOLIS, MINN.
Grain, Screenings, Mill Oats
GROUND FEEDS
Straight Cars Mixed Cars
Operating HIAWATHA MILL

MINROL-PROTIN

The Complete
Poultry Mineral

*An interesting and informative
bulletin is yours for the asking.
It contains valuable formulae.*

The Concentrate Products Co.
549 W. Randolph St., Chicago

that time it was doing an annual business of about 200,000 bus., principally in corn and oats.

Shortly thereafter the war ended and the great need for cereal grains began to drop. Farmers met the situation by turning to feeding, most of them taking on a few dairy cows, feeding a few steers and hogs and keeping poultry. The change was gradual. The firm of Goodman & Mead met the demand by installing a feed mill. Grain shipments continued to slump. Today not more than 10 to 20 cars of wheat, corn, oats and barley are shipped out annually. But the feed grinding business has grown by leaps and bounds.

Last summer a new Diamond Huller attrition mill run by two 20-h.p. motors and using 21-inch grinding plates* was installed, replacing the old small-capacity mill. Its ground product is spouted to the boot of a meal leg which delivers it to any of six bins, to a special service bin or into the patron's wagon. The six bins are used as small storage units for the different kinds of feed ground. The bins are arranged so sacking may be done direct from emptying chutes.

Grain brought in to be ground is handled thru the regular elevating equipment, a spout from the turn-head providing passage to the mill hopper, or the grain can be run into any of five different bins which spout direct to the mill. The leg has capacity for about 1,500 bus. per hour, fast enough to handle receipts thru the double pit and not keep patrons waiting.

A growing demand for mixing, particularly mixing according to private formulas used by the feeders of this section to supplement their home grown roughage, led to the installation of a 1,000-lb. Unique vertical batch mixer this spring. This machine is operated at present by a belt running from one of the motors on the attrition mill.

An opening has been cut thru the cribbing of one of the large bins of the elevator and the hopper from the old hopper scale has been set several feet from the floor of the room so created. It is planned to move the mixer into this room and serve it from this hopper. A small motor will be installed for driving the mixer.

State Center's power comes from the station



Elevator and Feed Mill of Goodman & Mead at State Center, Iowa.

SHIPPERS OF

RED DURUM

Sulphured and Natural Oats
Barley Buckwheat and other
grains for poultry feed

ARCHER-DANIELS-MIDLAND CO.

Grain Department
MINNEAPOLIS, MINN.
Elevator Capacity, 2,500,000 Bushels

at Marshalltown. The elevator rates are on a sliding scale of 10 cents for the first 100 kilowatts, 8 cents for the next 200 and 5 cents for all over.

Grinding charges are on a graduated scale according to the kind of grinding wanted. For fine grinding of oats 20 cents a hundred is charged; coarse grinding of corn is 10 cents, fine grinding of barley is 15 cents, coarse grinding of oats and corn mixed is 15 cents.

Goodman & Mead are beginning the manufacture of feeds on their own account for local consumption. The list includes a pig meal, a poultry mash and a cow feed. The mixer will permit manufacture of about half a carload a day.

In addition to their grain and grinding busi-

PRINTED, UNPRINTED
BURLAP BAGS COTTON
NEW or SECOND-HAND NEW ORLEANS

MENTE & CO. INC.
BAGS
J. T. RHEA
Pres.
SAVANNAH
DALLAS

ness, Goodman & Mead retail vast quantities of concentrate feed ingredients. The list includes mill feeds, tankage, bone meal, meat scrap, charcoal, oyster shell, cottonseed and linseed meal, mineral mixtures, dried buttermilk, salt, alfalfa meal, peanut meal, blood-meal, and commercial feeds, and enjoy a fast growing trade.

High-Grade Fertilizer Most Profitable.

The results of 11 years' experiments in Michigan by the state agricultural experiment station, as well as those conducted in several other northern states, show that the profits derived from one dollar invested in the right fertilizer, applied in the right amount and to the right crop, should range from one to three or more dollars in case of mineral soils and the profits derived from the use of fertilizers on muck soils may be considerably above these figures.

As this knowledge becomes more generally diffused farmers are bound to buy more and more fertilizing materials.

Some fertilizing materials contain only 5 per cent of plant food, while there are many having as high as 16 per cent of valuable ingredients.

Since the freight and handling cost is as much on one as on the other, it does not pay to use the low grade fertilizer.

It is good business to use high-grade fertilizers because they are the cheapest carriers of plant food. The factory cost of moving and handling a given amount of plant food in high-analysis fertilizers is less than it is in those of low analyses. It may be cited, for example, that the overhead in freight charges, cost of mixing, bagging, and other items of expense for a ton of low-grade fertilizer is the same as for a ton of high-grade fertilizer, although the latter may carry much more plant food than the former. The same relationship holds true in the handling of the fertilizer by the farmer. Fertilizers of high analyses require a smaller labor cost per unit of plant food applied to the soil than do the others. Those who desire to cut the monetary and labor cost of soil fertilization will use high-analysis fertilizers.

Cocoon meal produces 100 pounds of gain at a cost of around \$3.50, according to hog feeding experiments conducted by the Guam Agricultural Experiment Station.

STANDARD COMMISSION CO. BROKERS

Grain, Mill Feed, Mixed Feed Ingredients
EXCHANGE BUILDING MEMPHIS

WET MILLERS

I want to buy wet grain residues.
What have you?
E. O. WHITE, DANA, IND.

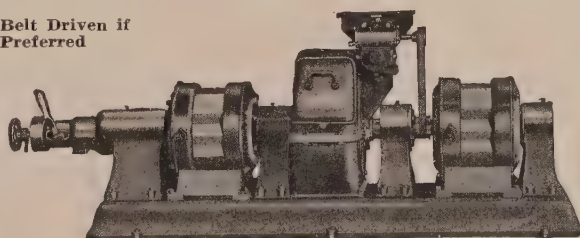
Send for this Book of Monarch Attrition Mill Information



It is ready for you. A booklet packed full of detailed information about the Monarch Ball Bearing Attrition Mill. Every feature, every detail you should know before buying a feed grinder is fully explained.

If you have not yet sent for it; do it now. It will show you the way to better feed grinding.

Belt Driven if
Preferred



SPROUT, WALDRON & CO.

1202 Sherman St.

Chicago Office
9 S. Clinton Street

Muncy, Pa.

Kansas City Office
612 New England Bldg.

Send me your SPECIAL ATTRITION MILL BOOKLET. No obligation.

Name

Address
Grain Dealers Jnl.

J. P. PARKS MILL FEEDS

Dried Buttermilk—Linseed & Cottonseed Meal
Brokerage Exclusively
400 New England Bldg. Kansas City, Mo.
327 So. La Salle St., Chicago, Ill.

FAIRMONT'S

Pure Flake Buttermilk

9 Large Plants
Excellent Service

THE FAIRMONT CREAMERY CO. U.S.A.
OMAHA, NEBRASKA

BOWSHER Crush Feed Mills Mix

Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—mixed as they are being ground—before or after. This saves time and labor.



"COMBINATION" MILLS
Use the famous Cone-Shape burrs. Light Draft. Large Capacity. Solidly Built. Long Life. Special sizes for the milling trade. Sacking or Wagon Box Elevator. Circular on request.

The N. P. Bowsher Co., South Bend, Ind.

New Improved Vertical Feed Mixer



Mixes
With Less
Power

Anti-Friction
Roller
Bearings

Thorough
Mix Quickly

Ask for
particulars

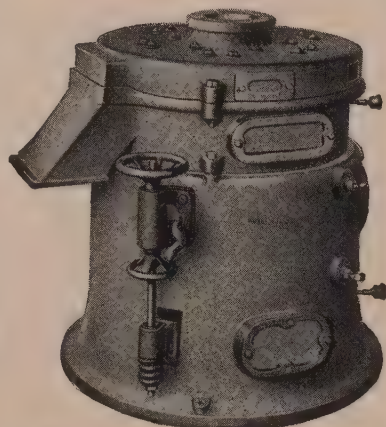
The Sidney
Grain Machinery Co.
Sidney, Ohio



VERTICAL GRINDER

Has all the features of a double head attrition mill in little space and at low cost. It will grind almost anything.

Furnished with Line Start motors when required.



Write for
Bulletin
1234G

ALLIS-CHALMERS
MILWAUKEE, WIS. U. S. A.

Hulls Farm Run Green Oats



THE ROSCO AJAX HULLER

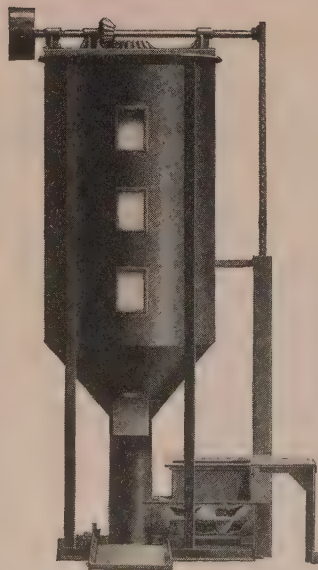
Produce your own oat groats in your own plant. The profits are big — satisfaction guaranteed.

The Rosco Ajax is a complete unit for high grade work. Produces from 1350-1500 pounds of groats per hour. Yields 60-75% oat groats, depending on weight of oats. Requires only 7½ H. P. and floor space six feet square. Low operating cost. Simple to run.

Get the facts about this marvelous machine and the profit possibilities. It is possible for you to test the Rosco Ajax in your own plant—with your own grain—operated by yourself—for thirty days. Write for complete details.

ROSCO HULLER CO., Inc. Dept. 402
Fort Dodge, Iowa

HAINES COMBINATION MIXER



For the thorough and rapid mixing of dry feeds for stock and poultry.

Requires minimum floor space and power — shipped completely assembled ready for operation on arrival.

Convenient — Efficient — Durable.

Write for Bulletin G-10

**ADDITIONAL
SALES
REPRESENTATIVES
WANTED**

THE GRAIN MACHINERY CO.
Marion, Ohio

Grain Shipping Record Books

Record of Cars Shipped. This form enables country shippers to keep a complete record of each car of grain shipped from any station, or to any firm. It has the following column headings: Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. The book contains 80 double pages of ledger paper, size 9½x12 inches, and has spaces for recording 2,320 carloads. Well bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form No. 385. Price \$3.00.

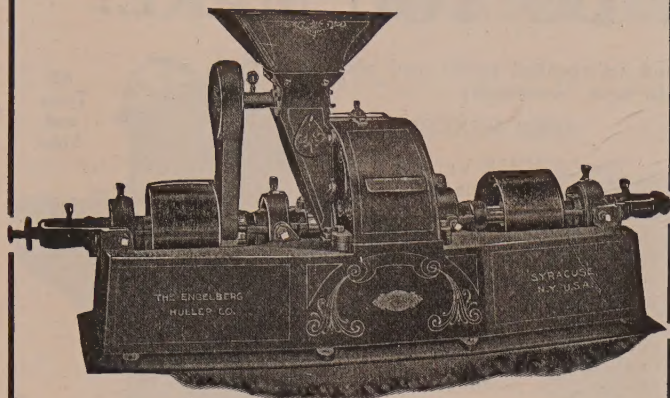
Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10½x15½ inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3½ lbs. Order Form 14AA. Price \$3.75.

Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10½x15½ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.25.

Shippers Record Book. This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size 9½x12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$3.00.

Grain Dealers Journal
309 South La Salle St., Chicago, Ill.

The "HALSTED" HAS NO EQUAL



No Seal Rings Positive Feed
Scientific Economical
Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
Incorporated
SYRACUSE, N. Y., U. S. A.

Grain Receiving Record Books

Grain Receiving Register. One of the best forms for recording wagon loads of grain received. It contains 200 pages, size 8½x13½ inches, ledger paper, capacity for 8,200 wagon loads. Bound in canvas. Some enter load records as received, others assign a page to each customer, while others assign pages to different kinds of grain. Bound in strong board covers, canvas back. Headings of 11 cols. are: "Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, Remarks." Shipping weight, 2¼ lbs. Order Form 12AA. Price \$3.00.

Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." It has 200 pages, size 9¼x12 inches, and room for 4,000 loads. Printed on linen ledger paper, with strong cloth covers and keratol corners and back. Shipping weight, 2 lbs. Order Form 380. Price \$3.00.

Receiving and Stock Book. Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size 9¼x12 inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, 2¼ lbs. Order Form 321. Price \$3.00.

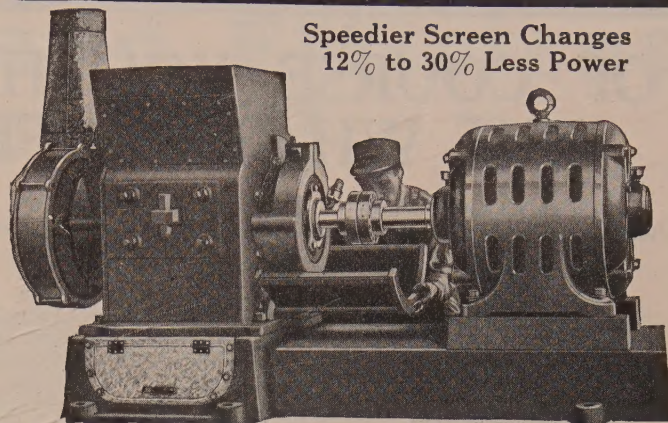
Grain Receiving Ledger is an indexed book especially adapted for keeping individual accounts with farmer patrons. Each page is 8½x13½ inches, numbered and ruled for 44 entries. Ledger paper and well bound in cloth with keratol back and corners. 228 pages. Shipping weight, 3 lbs. Order Form 43. Price, \$3.50.

Form No. 43 XX contains double the number of pages. Shipping weight 4½ lbs. Price, \$5.50.

Grain Scale Book is designed to assign separate pages to each customer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages, of high grade linen ledger paper. Each page is 10¼x15¼ inches, will accommodate 41 wagon loads and it has a 28-page index. Well bound with cloth and keratol back and corners. Shipping weight, 4½ lbs. Order Form 23. Price, \$4.75.

Grain Dealers Journal

309 South La Salle St., Chicago, Ill.



Speedier Screen Changes
12% to 30% Less Power

A New Williams Grinder — The "SPEED KING" —

Finishes grain or ear corn in one operation with 12% to 30% less power (proved by actual comparison). Has quickest method of changing screens—no need to remove cover. 50% heavier ball bearings. Improved hammers and discs, greater weight, no vibration and many other improvements. Eight sizes. Let us send descriptive matter.

Williams Patent Crusher & Pulverizer Co.
721 Montgomery St., St. Louis, Mo.

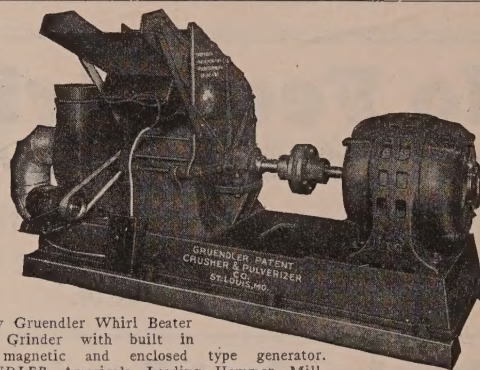
Chicago
67 W. Van Buren St.

New York
15 Park Row

San Francisco
415 5th Street



Williams
ORIGINAL PATENTEES AND WORLD'S LARGEST BUILDERS OF HAMMERMILLS
PATENT CRUSHERS GRINDERS SHREDDERS



New Gruendler Whirl Beater
Feed Grinder with built in
spout magnetic and enclosed type generator.
GRUENDLER America's Leading Hammer Mill.

GRUENDLER America's Leading Hammer Mill A Mill Without a Competitor

The new GRUENDLER requires no introduction. It is recognized as the greatest improvement in feed grinding machinery in over 27 years. No greater capacity, no higher quality has ever been obtained by any other grinding equipment. Installed on a positive guarantee of performance and let the results speak for itself.

As manufacturers and pioneers of swing hammer feed grinders for over 44 years, you are assured of the greatest development in swing hammer equipment. Built in spout magnets that will take out all tramp iron and reduce your insurance rates, reduce the wear and tear on hammers and screens, quick change screen and hammers fully patented by us are features that you will recognize together with a smooth operation free from vibration, heavy durable construction to last you a lifetime without attention or trouble. Simplicity, durability and high productive capacity, are features that you will find only in the GRUENDLER. For sound investment and protection consider the long experience and proven success of the GRUENDLER who recognizes no competitors.

Send for our latest bulletin also dry and molasses mixers and plans on mixing plants.

Established 1885

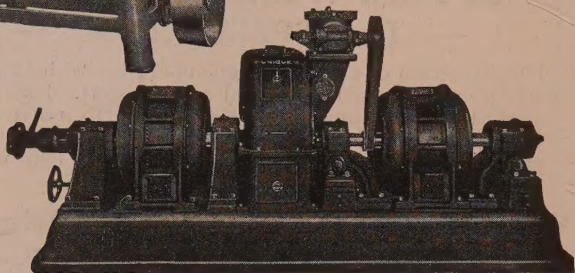
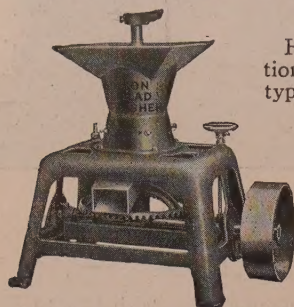
Gruendler Patent Crusher and Pulverizer Co.
1102 Landreth Bldg. - St. Louis, Mo.

OF COURSE YOU HANDLE FEEDSTUFFS! BUT WHAT PROFIT DO YOU MAKE?

We can show you how to make your own feeds at a good substantial profit and also increase your business by giving better service to the farmers in your community.

FEED GRINDERS

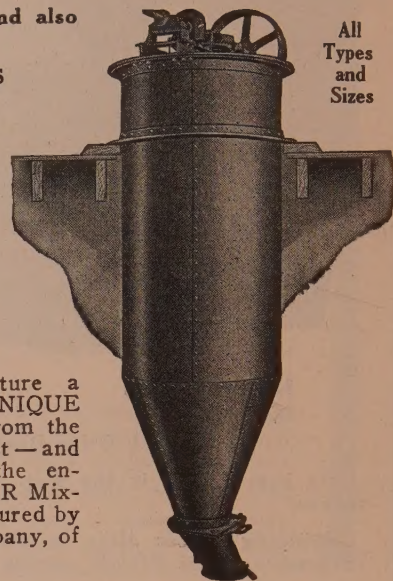
Here is a feed grinding combination which enables you to grind any type of feed the way customers want it ground. The UNIQUE attrition mill is known throughout the country as the mill that produces **MORE** and **BETTER** grinding **CHEAPER**.



FEED MIXERS

The UNIQUE Vertical Mixer is one of the most popular feed mixers on the market. The first cost is small — the machine is easy to install and economical to operate, and will mix all kinds of feeds at a profit for you.

We also manufacture a complete line of UNIQUE Horizontal Mixers—from the smallest to the largest—and recently took over the entire Line of GARDNER Mixers formerly manufactured by the Gedge-Grey Company, of Lockland, Ohio.



All
Types
and
Sizes

Let us show you the way to greater profits in handling feedstuffs. Write us for catalogs on UNIQUE Feed Milling Machines or get in touch with our representative.

ROBINSON MFG. CO., 42 ROBINSON BUILDING, MUNCY, PA.
CHICAGO OFFICE—222 W. ADAMS ST.

No Feed Grinder Made Will

Grind as Cheaply Per Ton—With So Low Repair and Upkeep Cost

Competitive tests have proved that the "Jay Bee" Feed Grinder will do more work per horse power—grinding the same material, over the same screen—than any other feed grinder made.

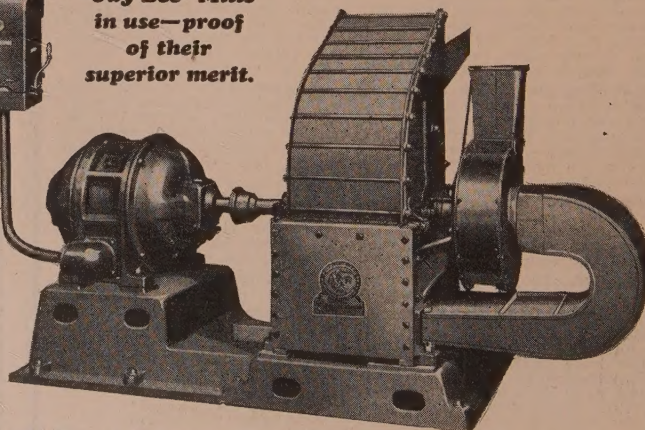
8 Mechanical Reasons

Why Millers and Custom Grinders Prefer the "JAY BEE"

- 1 All steel construction makes the "Jay Bee" practically indestructible. Free from costly breakdowns. Always ready for service. Always dependable.
- 2 Oat hulls are completely ground into powder—not merely crushed to stick in the intestines, especially in young stock, thereby causing serious illness and often death.
- 3 The "Jay Bee" will grind anything and everything; whereas other types of mills cannot easily handle such popular feeds as pea vines, alfalfa and other hays, ear corn, with or without husks on, corn stalks, cottonseed cake, etc.
- 4 Cool grinding makes the feed more palatable. Feed ground cool on a "Jay Bee" will not spoil in storage or transit.
- 5 Sheds no metal. Does not darken color of material ground.
- 6 Risk of explosion and resulting fire's reduced to practically nothing.
- 7 Foreign objects in your feed cannot injure the mill. Sudden shocks, strains and abuses to which every feed mill is subject will break cast iron but not steel.
- 8 Operation cost per ton, power, maintenance and depreciation are lower than on any other type of mill.



Over 9,000
"Jay Bee" Mills
in use—proof
of their
superior merit.



We have a grinder for every requirement from 15 H. P. to 100 H. P. with belt, tex- rope, or direct-connected drives. Write for descriptive literature, prices, terms, etc.

J. B. SEDBERRY, Inc., 76 Hickory St., UTICA, N. Y.

J. B. SEDBERRY CO., 819 Exchange Avenue, CHICAGO, ILL.

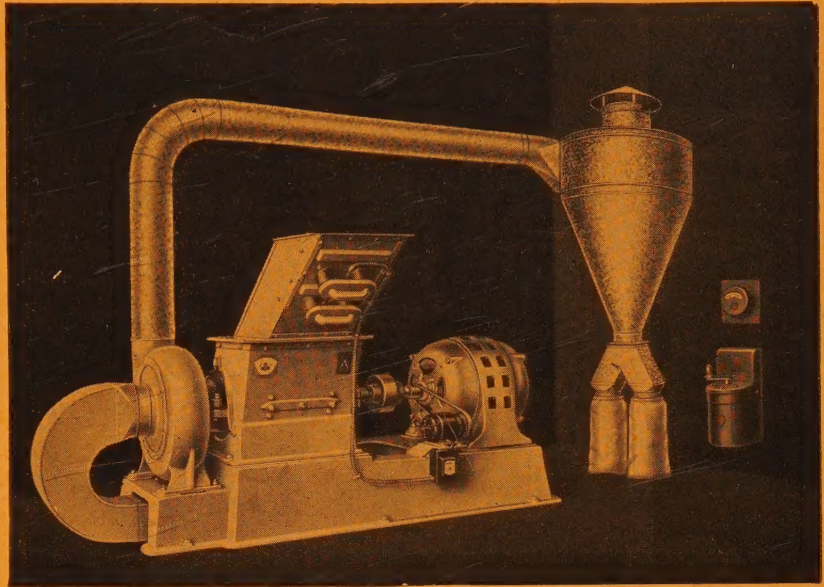
**JAY BEE SALES CO. 442-444 Live Stock Exchange Bldg., Kansas City, Mo.
311-312 Terminal Warehouse Bldg., Omaha, Nebraska.**



A Complete and Efficient Hammer Mill

This is our Super Miracle Ace No. 5, direct connected to a 75 h.p. motor. A large feed mill that has this Miracle Ace and also two other hammer mills, one direct connected to a 40 h.p. and the other connected with a Tex-rope drive, having a 50 h.p. motor, says they are getting twice as much through their Miracle Ace as the other two hammer mills combined—this firm is the Middle States Milling Co., of Springfield, Missouri.

The Miracle Ace has a cast en bloc heavy rotor and a heavy tee head corrugated hammer which strikes a harder and more crushing blow—consequently it takes less power.



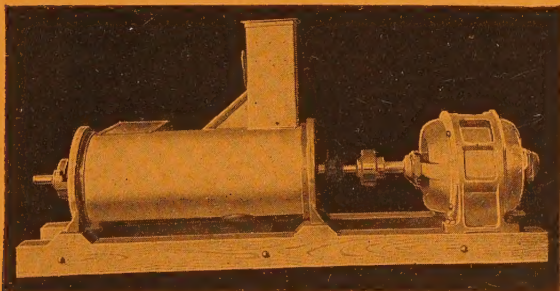
The Miracle Ace

Ask for our new free booklet, "THE MIRACLE ACE." Built in both belt and direct motor drive of convenient sizes.

The Miracle Cold Molasses Process

This is the only cold molasses process ever invented. It has operated the last two years under the severest weather conditions and has always worked—easier to control, takes less labor. It is the only practical method for the elevator or small feed mill to make sweet feeds.

With this Process installed as a custom mill will enable you to put molasses on your customers feeds as you grind them.



The Miracle Molasses Agitator

There is $2\frac{1}{2}$ times the profit in operating a feed mill equipped with the Miracle Molasses Process over a mere feed grinding mill.

The greatest improvement in both custom and commercial feed grinding. You should look into this process at once.

Sold on Trial

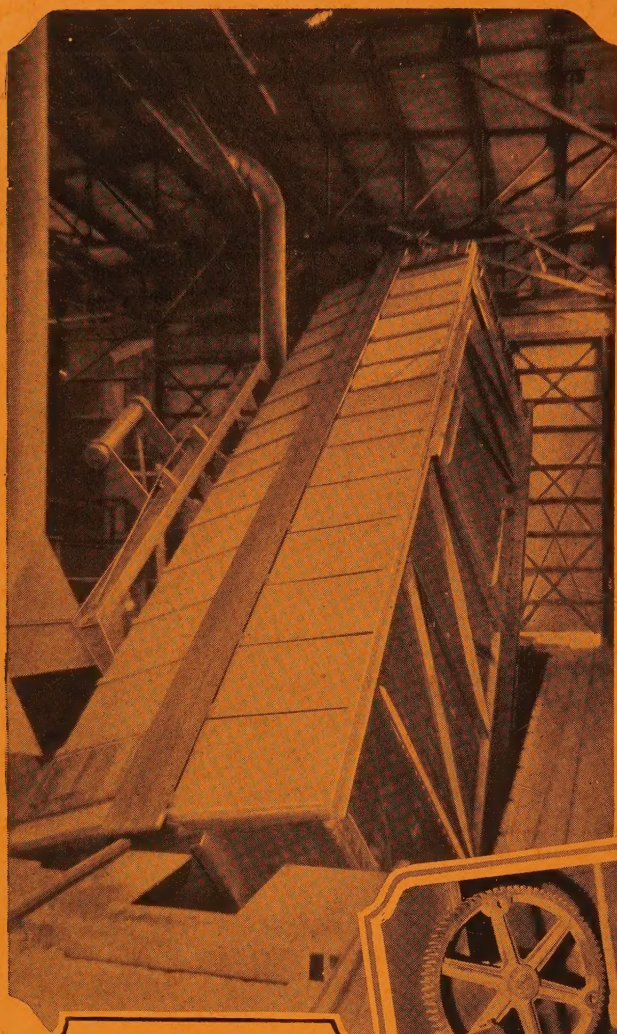
Write for our booklet "THE MIRACLE MOLASSES PROCESS"

The Anglo-American Mill Company

300-400 Kennaday Ave.

Owensboro, Ky.

Electrified dumpers for economy and speed



Richardson Engineering Co.
grain-car unloader in plant of
Quaker Oats Co., Cedar
Rapids, Iowa

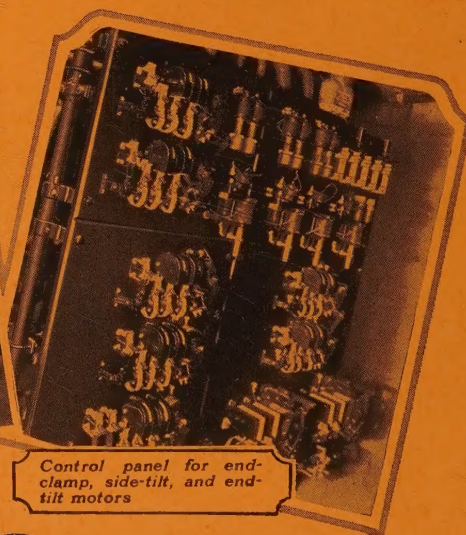
These grain-car dumpers are easy to operate—and the cost of dumping a car is very small as compared with other methods. An unloading speed of six or more cars per hour is easily maintained, and results in rapid turnover of grain, with its accompanying savings.

Three G-E motors furnish the power—one for clamping, another for side-tilting, and a third for end-tilting. The control is magnetic and semi-automatic—and it is so interlocked as to insure safety to men and equipment.

The economies effected by G-E Motorized Power on dumping equipments are worth investigating. Your nearest G-E office is always ready to supply complete information.



G-E 10-hp. slip-ring induction motor operating side-tilt motion



Control panel for end-clamp, side-tilt, and end-tilt motors



Motorized Power
—fitted to every need

GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y., SALES OFFICES IN PRINCIPAL CITIES